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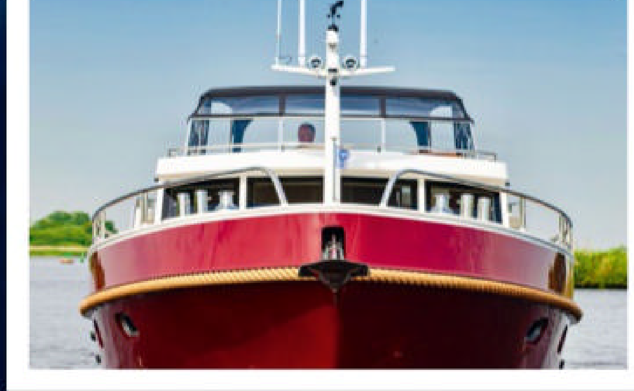

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Welcome...

I've lost count of the number of times we've run stories about yachties of a certain age deciding to switch from sail to power. It's an obvious move to make if you love being out on the water but are tired of spending the entire day at 45 degrees, getting cold, wet and shouted at by your other half! However, in recent years I have started to detect another trend, this time from experienced motor boat owners making the switch from coastal cruising to the inland waterways of Europe.

Take this month's feature from *MBY* reader Martin Craddock. He bought his first big boat, an AZIMUT 46 flybridge, in 2002 and spent the next 16 years working his way up through a series of increasingly substantial offshore passagemakers in which he explored large swathes of the Med. By 2018, however, he felt he'd ticked that box and was ready for a new adventure. A chance encounter with a friend who'd made the switch to inland boating and an article in *MBY* about a custom built DUTCH STEEL BOAT convinced him to take a closer look and the rest, as they say, is history.

You can read his reasons for making the change, as well as a frank appraisal of what he got right and wrong with his new boat, on p84-90 but the lack of engine noise, vastly reduced running costs, effortless navigation and ability to stop where you want, when you want, all sound pretty appealing to me. Forget switching from sail to power, these days it's all about moving from COAST TO CANALS.

SPORTSBOAT NIRVANA

If the above sounds a little too sedate, rest assured that there is plenty of adrenaline-pumping action to be had from our three featured boat tests. All three are brand new SCANDINAVIAN SPORTSBOATS of roughly the same length and price, but all three offer a very different take on the same theme. Read the tests to find out which catches your eye, watch our sea trial videos to see how they deliver on the water, then check out their recently launched rivals from VIRTUE and STERK on p28 and 30. It's all part of *MBY's* mission to give you the full story, not just of what's already out but also what's coming round the corner.

Hugo Andreae

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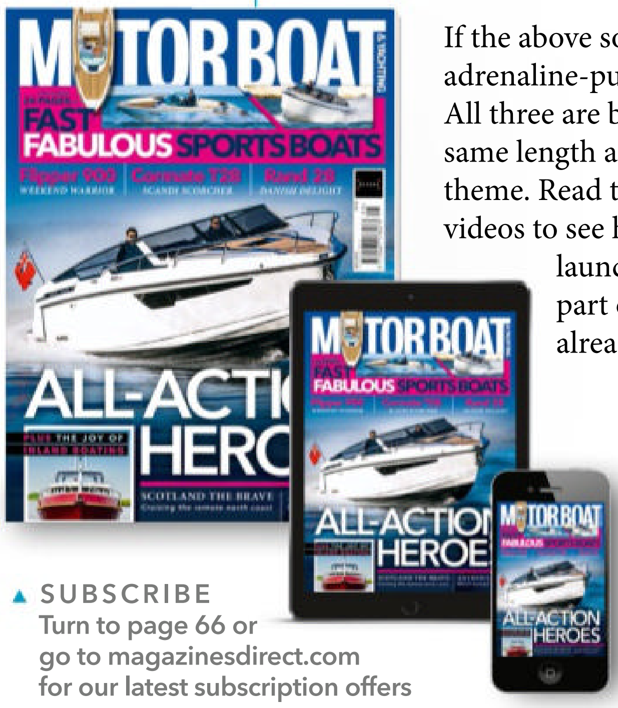

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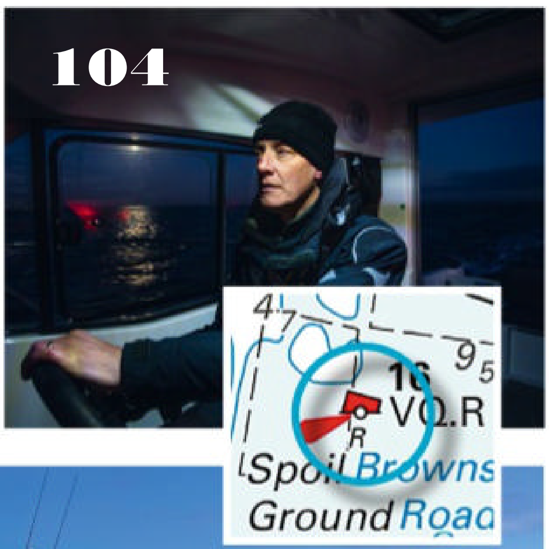
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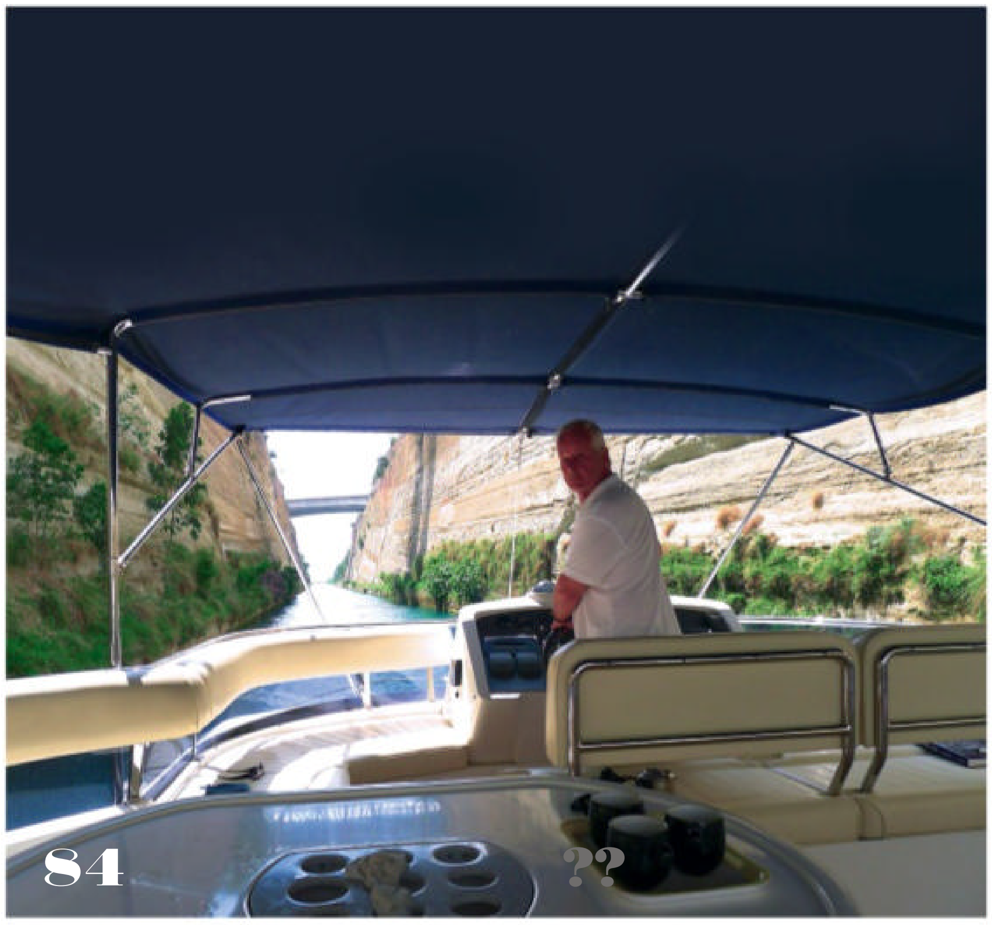
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THIS MONTH's 10

THE 10 KEY BOATING STORIES YOU NEED TO READ

1

AZIMUT'S NEW HYBRID RANGE

Azimut has revealed details of a brand new range of hybrid powered motor yachts due to be launched next year. Called Seadeck, they are designed to take the yard and its customers a step closer to a fully sustainable future.

Based on ultra-efficient planing hulls with a 40% carbon fibre content to reduce weight, they will feature Volvo's forthcoming diesel-electric hybrid drivetrains and roof-mounted solar panels. This will allow them to run at slow speed on battery power alone but with diesel engines for faster speeds and longer journeys. Azimut says this will still enable them to reduce CO2 emissions by as much as 40% over an average year of mixed use.

First to arrive will be the Seadeck 6, a hardtop/coupé design with an expected LOA of around 60ft and a worldwide debut at the Düsseldorf show in January 2024, followed by the Seadeck 7, a sportsfly design of approximately 72ft, at the Cannes show in September. If all goes to plan a Seadeck 8 is also on the cards for 2025, although no details or visuals of this have yet been released.

As well as efficient new drivetrain systems, all three models will have extensive beach club areas at the stern with much more outside space than would normally be the case for traditional coupés or sports yachts of this size. Dubbed 'fun islands' by Azimut, these multi-level socialising spaces feature fold-down side bulwarks, open or glass transoms and large hydraulic platforms to enable a closer connection with the sea. As well as being informal zones for guests to swim, sunbathe and relax during the day, they double as outdoor dining spaces once the sun sets.

Azimut says they were inspired by the success of the Oasis Deck concept, which was first seen on the group's Benetti superyachts.

No detailed technical specifications or deck plans have yet been released but we do know that the design will incorporate a high degree of natural or recycled materials. For instance, cork will be used instead of teak for much of the inside and outside decking.

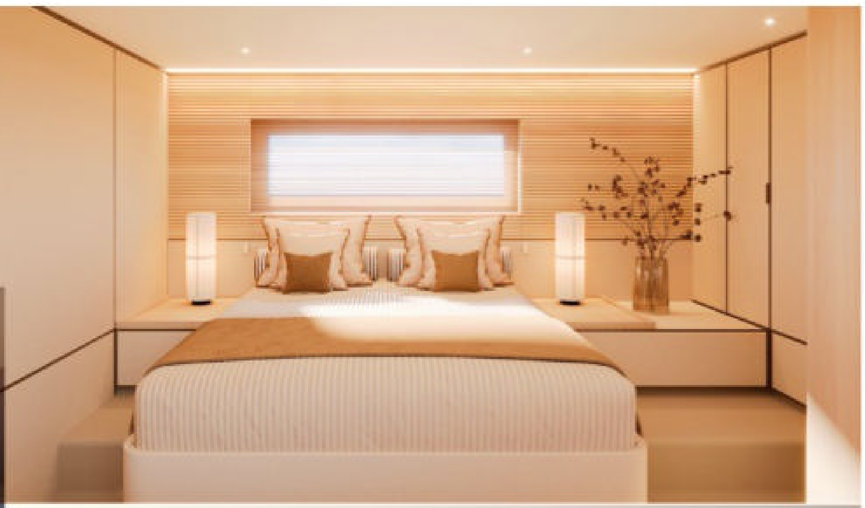
Azimut regular Alberto Mancini was responsible for the exterior styling. He

THE EDITOR'S VIEW...

I can see why some people don't like the idea of pure electric boats but it's hard to see anyone objecting to a **DIESEL ELECTRIC HYBRID** that offers meaningful fuel savings without sacrificing range or performance, especially when the boat itself has been designed around the drivetrain to maximise its benefits.

BELOW: Pale earthy tones reflect the use of natural materials in the new Seadeck 6

RIGHT: The full beam owner's cabin has an athwartships bed
BELOW RIGHT: Folding bulwarks extend the Seadeck 6's 'fun island'



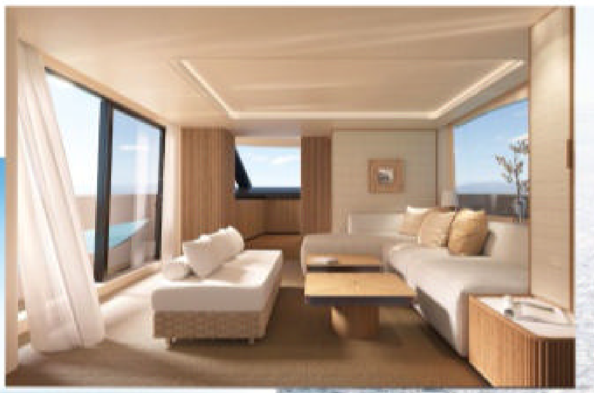
BELOW RIGHT: The larger Seadeck 7 has a small sportsbridge
INSET: Sliding side windows open up the 7's saloon
BELOW LEFT: Glass transom allows unrestricted views aft

chose to put the emphasis on openness and transparency. Distinctive pointed glass extensions to the side windows provide extra shelter for guests in the cockpit while multi-section bi-fold doors create a seamless link between the inside and outside spaces.

The innovative interior schemes were developed by Milan-based Matteo Thun & Partners and appear to show a softer, more feminine vibe than Azimut's current range of more aggressively sporty planing craft.

First and foremost, the new Seadeck hybrid range has a "green heart", says Giovanna Vitelli, who recently became chairwoman of the Azimut Benetti empire built up by her father Paolo over the past 50-plus years.

"That means state-of-the-art technologies as regards emissions, propulsion and energy consumption, but also a heightened sense of well-being for all aboard."



2 PRINCESS S80 DAZZLES

These are the first renderings of Princess's largest and most dramatic S-Class to date. The all-new S80 replaces the outgoing S78, bringing with it even more voluptuous styling and a raft of luxurious new features.

Judging from these images, the most impressive aspect of the S80 is its vast aft cockpit, the back half of which serves as an open sun-lounge area, while the forward half, protected by glazed buttresses on either side and a long sportsbridge overhang up above, serves as a more intimate al fresco dining space.

This links to the galley and saloon beyond with the aid of a big lifting window and sliding glass doors to allow a seamless flow between inside and outside spaces. There are various different options for this main deck area, including a day heads next to the cockpit doors and either a big dinette or more relaxed lounge seating forward.

Up front beneath the windshield and a couple of steps up from the saloon, there's a lower helm station with two or three pilot seats, a side deck door to starboard, and a smaller seating area to port. This can be screened off with a bulkhead and sliding door for fully crewed yachts.

There is yet more outdoor entertaining space on the foredeck, where two opposing curved benches create a very sociable and secure place to relax on deck during the day, and on the surprisingly large sportsfly above, which is sunk deep into the superstructure moulding to maintain those sleek lines.

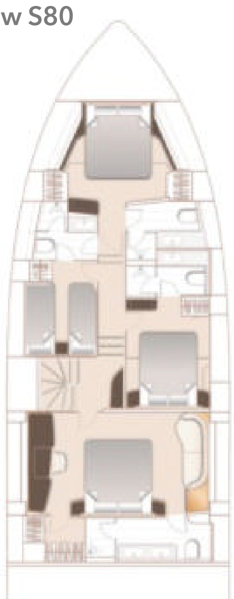
There are four ensuite cabins on the lower deck, all accessed from one dog-leg staircase that descends from the port side of the main saloon and a central corridor that is slightly offset to port and broken by a couple of steps midway. This is a departure from the current S78, which has separate access to the owner's and guest cabins from two different staircases.

The stern of the S80 is divided into two halves either side of a central walkway up from the bathing platform. The garage sits to starboard and is large enough for a Williams Sportjet 435, while the crew space is to port with two or three berths, depending on whether you opt for a crew mess as well. Power comes from a pair of MAN V12 engines with either 1,900hp or 2,000hp, which should deliver top speeds of up to 32 and 34 knots respectively.

The S80 will have its world premiere at this year's Cannes show but with deliveries already stretching into 2025 it looks like some customers aren't bothering to wait before placing their orders. It will be joined later this year by a Y80 with the same hull and lower deck accommodation but a brand new main deck and full length flybridge.

TOP: Deep sunken sportsbridge retains the S80's svelte profile

ABOVE: Vast cockpit is the social hub of the new S80



BELOW: Seamless connection between indoor and outdoor entertaining spaces

RIGHT: Powerful MAN engines should enable top speeds of up to 34 knots

Photos by Alberto Cocchi
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3 LI-ION BATTERY SAFETY MEASURES

A marine industry symposium on the fire risk posed by lithium-ion batteries has concluded that the technology is safe but that risks increase with misuse and uncertified accessories.

The discussion was convened following a spate of recent fires on boats attributed to lithium-ion batteries overheating. No fewer than 20 such incidents over the past 18 months aboard larger yachts were cited, some with catastrophic consequences.

Hosted by marine law specialist Shoosmiths, the meeting was moderated by Elliot Bishop, who heads the Shoosmiths' litigation group, and included an impressive panel of experts – Duncan Duffy, Lloyd's Register's global head of technology/electrotechnical systems, Mike Wimbridge of yacht insurers Pantaenius UK, Charlie Mumford from Cayman Islands Shipping Registry and Richard Selby at yacht aviation specialist Maritime Aviation.

Elliot Bishop began by outlining the role lithium-ion battery technology already plays in yachting and hinted at how big it is likely to be in the future, given the drive to net-zero, which the IMO (International Maritime Organisation) has timetabled the marine industry to reach by 2050 but which parts of the leisure sector would like to achieve much sooner.

One recent study, he said, would take the lithium-ion-powered vessel and toys market from $100 million today to $1.4 billion by 2030 and suggests more electric boats will be sold this year than all previous years put together.

Key findings include following manufacturer guidance, not leaving devices on charge when no-one is aboard, and not using uncertified equipment, particularly everyday domestic items such as sub-standard adaptors and chargers for phones and tablets, which are often brought aboard by guests. Education of owners, crew and guests was deemed vital, especially aboard smaller unlicensed craft.

Larger yachts and superyachts, which often have more lithium-ion powered devices aboard than smaller craft, have not suffered disproportionately with such fires. Far from it. Charlie Mumford illustrated this point well by explaining how safety awareness can mitigate the risks significantly.

He said that despite the increasing use of toys with lithium-ion batteries in recent years across the 2,200-strong fleet of Cayman Islands-flagged superyachts, just one fire in 2021 and another in 2022 were linked directly to lithium-ion batteries.

BELOW: Owners and guests of smaller leisure boats may not be as well drilled in fire prevention measures as professional crew on larger yachts

The reason, he believes, is that large yacht crews are more used to dealing with fire prevention measures and training. For instance, he said, carrying petrol for tenders and PWCs on board larger yachts presents an even bigger fire hazard but incidents involving petrol fires are very rare because the risks are better understood. Battery security issues need to be raised to a similar level of consciousness.

They also agreed that fire alarm, monitoring and extinguishing equipment needs to be adequate and maintained, precautionary measures should be adopted, and that more regulation is required to ensure these products are safe for use in a marine environment.

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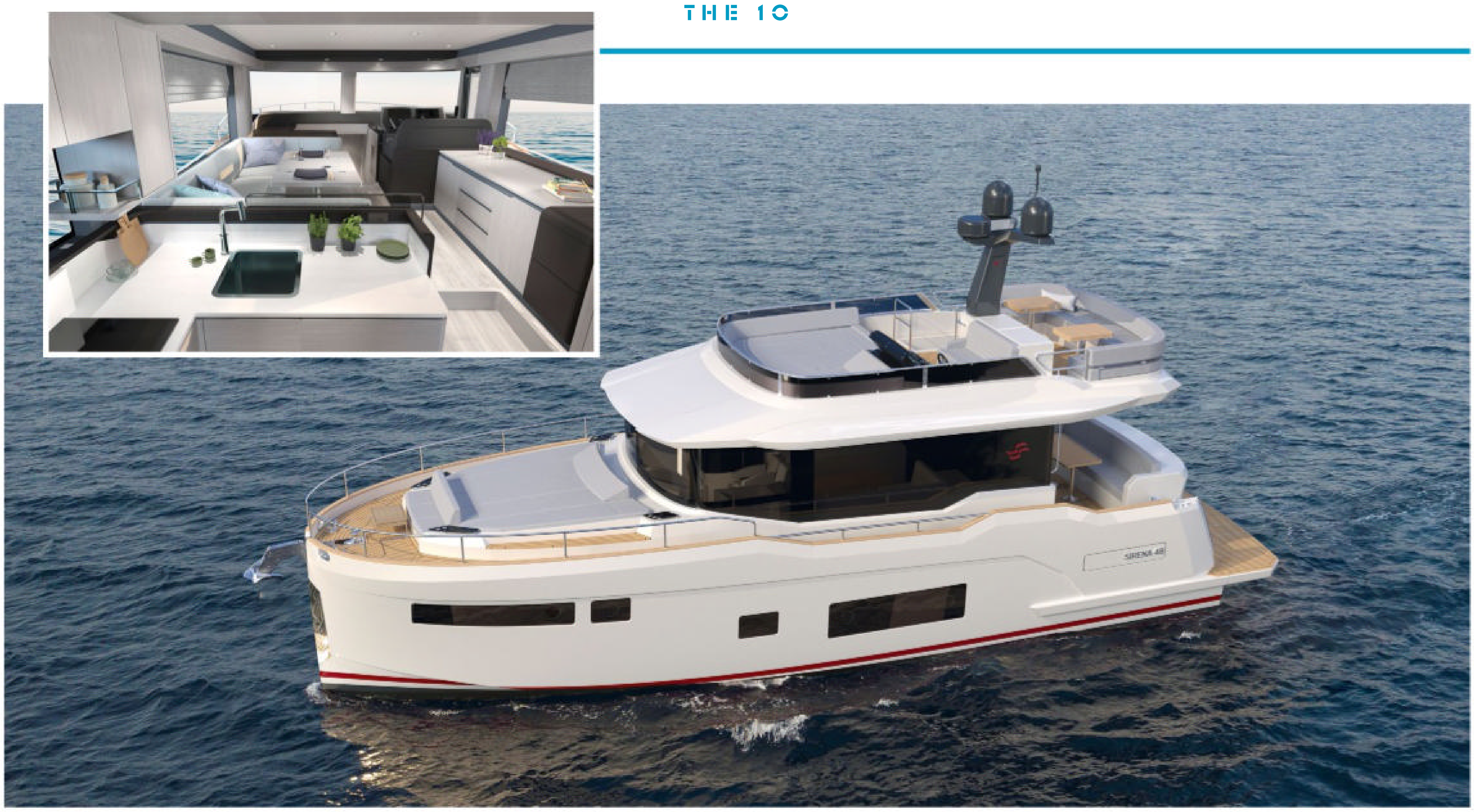

ABOVE: A blend of modern and classic, the 48 has wide walkaround decks and an extended flybridge **INSET:** Aft galley with amidships lounge is modern and bright

4 SIRENA GOES SMALLER

Turkish yard Sirena Marine is adding a new smaller model to its range of award-winning liveaboard cruisers. Called the Sirena 48, it actually measures 52ft 5in from stem to bathing platform and is claimed to provide 25% more usable volume than its competitors.

Like its siblings, the new 48 treads a fine line between traditional and modern. Renowned naval architect Germán Frers and the in-house design team at Sirena have managed to incorporate many of its larger siblings' styling cues into their new baby. This includes a vertical bow and windscreen to maximise internal volume, wide walkaround decks for safe movement around the exterior and big flybridge overhangs to create more space up top and provide shelter for those below.

The Sirena 48's main saloon is configured with an aft galley, amidships lounge and helm station forward on the starboard side, complete with side deck door. The lower deck features a full-beam owner's suite amidships with big rectangular hull windows, a VIP double forward and a twin-bed cabin between them. The latter two share the second bathroom, although the VIP does have its own ensuite access. There's also the option of a small crew cabin and heads tucked into the transom.

Like its bigger sisters, the Sirena 48 is based on a semi-displacement platform that delivers a good compromise between low speed cruising efficiency, secure sea-keeping and a decent turn of pace. The standard powertrain consists of twin 480hp Cummins QSB6.7s on V-drive gearboxes, although 550hp Volvo Penta D8s are also an option. Expect top speeds of 23-26 knots and relaxed continuous cruising of 15-16 knots. However, at just 10 knots the quoted range is a useful 520nm.

The first Sirena 48 is expected to launch in July and make its debut at the Cannes show in September. Prices have not yet been made public but such is the demand for this new model that 17 have already been pre-sold and the next available delivery slot is for March 2025.

BELOW: Full beam owner's cabin looks particularly spacious for 50-footer

BELOW: VIP suite in the bow benefits from long hull windows

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5 KADEY-KROGEN 60 OPEN

American trawler yacht specialist Kadey-Krogen is working on a brand new 60ft ocean crosser. Outwardly, it looks like a typical old-school trawler yacht, complete with Portuguese bridge, raked-forward windscreens, high bulwarks, reverse transom and a cockpit protected by a full overhang from the flybridge above.

However, what makes this one special is a brighter, more modern interior. Instead of the usual rather dark confined interior – like so many Kadey-Krogens past – this one will have a more contemporary vibe, not least because its main saloon and galley will all be open plan with the lower helm station. Indeed, there will be just one step separating the zones.

Lower deck accommodation consists of three cabins and three shower rooms. Owners can choose whether they want their cabin amidships or forward. Then there's a twin-bed cabin between them to port and lower saloon seating to starboard.

The tooling is already said to be finished at builder Asia Harbor in Kaohsiung, Taiwan and, once lamination commences, the build time of the first one is likely to be 18 months, later dropping to 12 months.

Propulsion is typical of this full-displacement breed: twin 225hp John Deere diesels and straight ZF boxes and shafts. These are expected to deliver a maximum speed of just 10-11 knots but more importantly an ocean-crossing range of 3,000-4,000nm at a more sedate speed of six or seven knots.

The price for the first two Krogen 60 Opens is set at $2.9million ex-works Taiwan for delivery within 24 months.

ABOVE: A modern take on the traditional Kadey-Krogen, the new 60 Open will be built to order in Taiwan

6 BRITISH MOTOR YACHT SHOW SHIFTS UP

The 10th edition of Premier Marinas' British Motor Yacht Show is gearing up to be its biggest and best yet. The show is back to its old mid-May slot this year, running from Thursday 11 May to Sunday 14 May. Last year it was shunted back to June so that building works at the Swanwick Marina venue could be completed in time for the opening.

Now firmly back on the growth trail following Covid interruptions, this year's showcase promises a bumper crop of new boats. The big three home-grown brands are leading the charge with the help of their south coast dealers. Princess Motor Yacht Sales is hoping to bring one of the new X80s (the first time it has been exhibited at a British boat show) and S72 among several smaller models.

Sunseeker Southampton plans to bring a Manhattan 68 and a number of as yet unspecified models (could this be the first chance to see a Superhawk 55 on British soil?) and Fairline Southampton plans to show five models, including the flagship Squadron 68.

Pearl Yachts says it will also be there with at least one boat in-water, a Pearl 62, and many international brands will also be represented by their UK dealers, including Beneteau, Jeanneau, Prestige, Wellcraft, Bavaria, Galeon, Greenline, Windy, Sealine, Fjord, Aquila, Bluegame, Sea Ray and Regal.

ABOVE: Swanwick Marina will host the British Motor Yacht Show in May this year

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7 HAYLING ISLAND DRY-STACK

MDL's Sparkes Marina is installing dry berthing facilities at its popular Hayling Island marina. Twenty ground racks will be available for annual contracts from 1 June for customers with boats up to 33ft.

Boats will be available for launch and recovery seven days a week and will get power-washed every time they are lifted.

Managing your boat's movements can be done online via MDL Marinas' customer portal. The system not only facilitates launches and recoveries but also movements to and from fuel berths and dedicated maintenance areas.

One of the advantages of dry-stored boats is that they don't need antifouling and often require less annual maintenance. These new dry-stack spaces will also qualify for MDL's Otium loyalty programme.

TOP: Dry berthing at the Hayling Island marina should appeal to sportsboat owners

ABOVE RIGHT: Steam-powered *Artemis* will star at the Falmouth Classics sailing event

RIGHT: London's St Katharine Docks has a new owner

8 FULL STEAM

The Falmouth Classics sailing event will host a display of 12 steam-powered motor boats for the first time this summer.

The UK's largest gathering of classic yachts normally attracts a fleet of 200 or more sailing vessels, mostly built prior to the 1950s, but this year is opening its arms to some of the UK's oldest working steam vessels.

Ranging in length from 15-28ft, the steam boats will be based throughout Mylor Yacht Harbour for the duration of the event from 16-18 June but the public will be invited to view them up close on the Saturday between 1100-1400 at Falmouth Haven in the heart of the historic port.

The oldest, *Artemis*, was first launched in 1899 as one of two tenders to a 120ft yawl of the same name and still has her original coal-fired quadruple expansion engine that can push her along at up to 7 knots.

RIGHT: Win this Extreme 745 Game King at the Sea Angling Classic competition

9 PRIZE CATCH

A new 24ft boat powered by a 300hp outboard engine is up for grabs at this summer's Sea Angling Classic competition. The Extreme 745 Game King and Yamaha V6 300 outboard are the top prize in the catch-photograph-and-release fishing competition taking place in Portsmouth from June 14-18.

A series of seven roadshows is currently touring the country to show off the prize and attract entries. The first two in Cardiff and Eastbourne have already taken place.

Next up will be the Weymouth Angling Centre on 2 April, Lymington Yacht Haven on 15 April and Pantaenius UK in Plymouth on 23 April. The last two locations are Clashwhannon Holiday Park in Drummore, Scotland over 29-30 April and Gunwharf Quays Marina, Portsmouth on 7 May.

The competition is open to young and old, novices and experts alike. For details of how to enter go to www.seaanglingclassic.com.

10 NEW OWNER FOR ST KATS

London's St Katharine Docks has changed hands. The new owner is City Developments Ltd, which has bought the 23-acre freehold site for £375 million to add to its existing £1 billion London property portfolio.

As well as the 185-berth full-service marina with its lock-gate access to the Thames just downstream of Tower Bridge, the site comprises four historic listed buildings and a wide range of residences, offices, shops, pubs and restaurants. The deal is not thought to impact existing berth holders.

Since 2011, the site has benefitted from £70 million of refurbishment work, including enhancements to its buildings, the marina and associated infrastructure.

42
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AQUAHOLIC

Nick Burnham: What joins all these disparate experiences together is a shared bond. The joy of life afloat.

Two years ago a gentleman approached me at a boat show to tell me how much he enjoys AQUAHOLIC. Not an unusual occurrence, but this particular chap was famous comedian Jim Davidson. I thanked him and, half jokingly, asked him if he'd like to film a 'Meet The Owner' video with me? He said he'd love to. We met aboard his beautiful Princess 61 and he was brilliant. Warm, funny, self-deprecating and with a rich stock of boating tales, what came across most was his love of boating. The video was a hit, over a million views. Many people commented, saying they'd seen a very different side to Jim to the one the tabloids love to portray.

Meet The Owner actually came about almost by accident. A chap called Nick Whale had a Princess 56 and wondered whether I'd like to film it? I said I'd love to, but already had one on the channel. Nick suggested I interview him instead, he could show us his boat and talk about his boating history. Knowing nothing about interviewing anyone, I agreed and we met in Poole aboard his immaculate boat. It went well. Nick was very candid about his boating history, his business successes and failures that had influenced his boat choices and the price of his scatter cushions (I've spent less on cars!). Meet The Owner was born.

Since then, I've filmed many Meet The Owners, each one fascinating in its own way. Tom and Lorraine drew on years of sailing experience to design a boat, and then built it themselves from scratch in a large shed (which they also built). John Williams explained why the Sunseeker Superhawk 40 he bought 15 years ago is his perfect boat and why he'll never sell it. Chris and John talked me through their arrangement that sees them successfully jointly own and separately use a Princess V39. Jonathon and Helen, possibly the most enthusiastic boaters I've ever met (and that's saying something in this company) showed me around their beautifully refurbished Fairline Squadron 42 they keep in the UK, then chatted about the Squadron 58 they keep in the Med.

Gerald Freeman brought a photo book showing just some of the plethora of boats he's owned in over 50 years of boating (genuinely, I lost count!) from Fletcher speedboats through a variety of sailboats via a classic wooden Rampart 48 to the Princess 52 he keeps on the River Dart and the Princess 20 Metre he keeps in the Med. Shortest period of boat ownership, one week! 'I knew it was a mistake as soon as I bought it.'

At the other end of the scale, Richard has bought, done up and sold his way up to a Sunseeker Martinique and Pete and his family explained how they wring an incredible amount of joy from a £6,000 Mariah speedboat kept on a drying mooring.

But what joins all these disparate experiences together is a shared bond. The joy of life afloat.

ABOVE: Nick Whale and his Princess 56, the very first AQUAHOLIC Meet The Owner video.

Follow AQUAHOLIC at youtube.com/aquaholic

BOAT CUISINE

Phil Sampson discovers a delightful eatery with service to match on the upper reaches of the Thames

LONDON STREET BRASSERIE

READING

Remember your most dispiriting restaurant experience ever? I do, and it didn't even involve food. Having gone out of my way to drop into a relatively upmarket establishment I asked if I could book a table for a month's time. "No," came the haughty reply. "Here, we only take bookings for today – if you want to book in advance, you have to do it online." But (spotting a computer over the receptionist's shoulder) I enquired, "Can't you do that for me?" "No, I cannot." And that was that.

This miserable example of customer anti-service happened recently in central London. Fortunately, in another 'London' – the London Street Brasserie, Reading, the story was very different; the opposite in fact as the staff there could not have been more helpful or welcoming.

I cannot imagine them ever turning away would-be diners.

Located on the south bank of the River Kennet, the Brasserie is an oasis of calm amid a feeding frenzy of restaurants in central Reading – there are at least 15 others, mostly chains, near the town's fashionable heart, the main artery of which is the river itself. The nearest marina on the Thames is just a couple of miles away.

The restaurant itself is housed in two dissimilar but adjoining buildings which look to have been fused together in a head-on collision. Inside the place is a Tardis with several seating areas ranging from intimate corners downstairs to a large saloon upstairs, plus a terrace overlooking the river. Apart from some peculiar images on the walls, the décor is pleasingly restrained with armchair seats and scrubbed floors.

The menu is extensive – too extensive, perhaps – but from what we experienced the kitchen is more than able to cope with an eclectic selection of dishes sourced from around the globe. Diners looking to channel their inner Swede with a gravadlax starter before tucking into a teutonic schnitzel salad main and rounding it all off with a tribute to Australia's Dame Nellie, in the form of a peach Melba – will not be disappointed.

For our part, my guest and I feasted on chicken Thai skewers and smooth chicken liver pâté before sampling the restaurant's magnificent pink carved rump of lamb – one of three delicious 'pink carved' options on the menu; the others being local venison and duck breast. Alternatives include plenty of steak and fish choices, and the selection of locally sourced roasts on offer every Sunday look extremely inviting too.

VERDICT Excellent choice for great food with service to match.

GETTING THERE BY BOAT

Located mid-way between the Sonning and Caversham locks on the non-tidal stretch of the River Thames, the Thames and Kennet Marina provides an ideal stopping-off point for visitors to Reading. Accessed directly from the river, the marina has two basins – one mainly for GRP craft, the other for narrowboats – and can accommodate vessels with drafts of up to 2.4 metres. From the marina, the restaurants of central Reading are just a short dinghy ride away.

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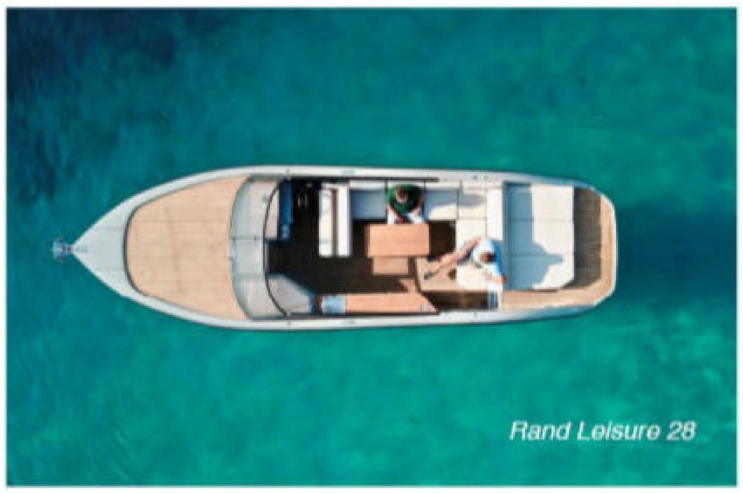
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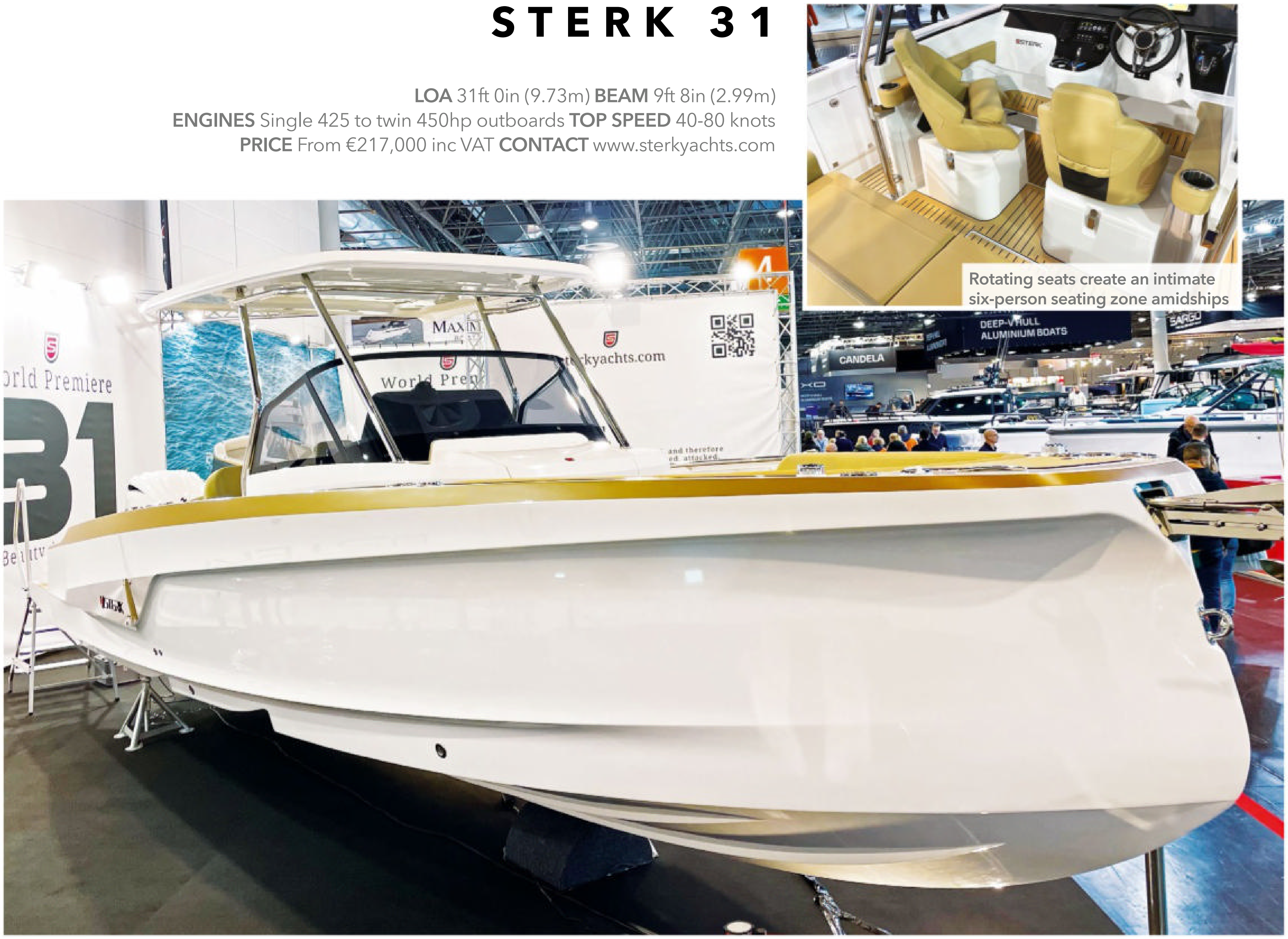

Rotating seats create an intimate six-person seating zone amidships

Making its world debut at the Düsseldorf boat show, against a backdrop of DJ tunes, the new Sterk 31 looked for all the world like another reverse-bowed weekender to muddy the waters of the Axopar-inspired sportsboat sector. But as we got a little closer, its individuality became ever more evident.

Firstly, this is a distinctly premium boat, built in Germany to a very high standard with a price tag that, when specced up to show boat level, puts it closer to the Axopar 37 than the Axopar 28. And its approach to performance also feels very individual. The hull and topsides, for instance, join right up at the gunwale, where they marry together and are capped and bonded for extra stiffness and resilience.

In addition to its deep twin steps and wide chines, the Sterk hull also employs pronounced ridges on the bottom edges of its spray rails. The idea is to grip the water in a turn, minimising slip and increasing control – and that's an important part of the mix because the Sterk's transom is designed to take a whole range of outboard rigs right up to twin 450s, delivering top speeds as modest as 40 knots or as ferocious as 80.

On the inside, the show boat uses the rear cabin (RC) layout, with a handy double berth dropped into the aft deck beneath a sunpad, very much in the Axopar style. The alternative WB (Wet Bar) option involves a C-shaped seating zone behind a large transverse galley instead. But here, with a deepset heads and shower compartment inside the helm console, the Sterk 31 could certainly do a decent job as a high-performance couple's weekender.

That's not to say that the 31's dayboating versatility is lacking though. On the contrary, even on this cabin-equipped variant, you still get a really well appointed bow space, plus the option of sun shades fore and aft. And you also get a sheltered six-person seating area in the lee of the screen, with more fridges, freezers and cool boxes than the full complement of nine people is ever likely to need. In short, this precocious new boat is absolutely brimming with quality, confidence and bravado. Just watch out for the options list. With items like a hot and cold cup holder for €860, it feels every bit as premium as the boat itself.

The bow comes with optional sun shade and easy access to the heads

The sunken aft cabin can also be specced as a C-shaped dinette

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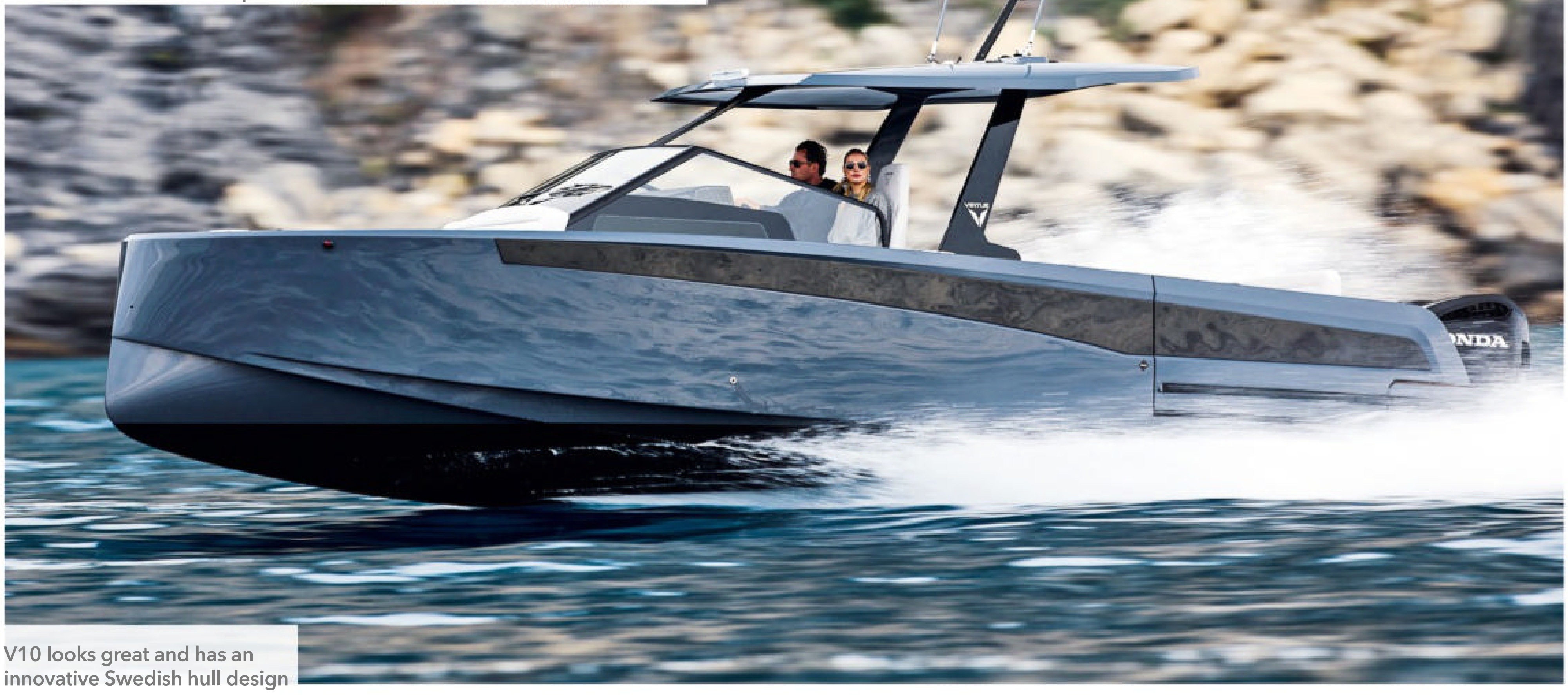
VIRTUE V10

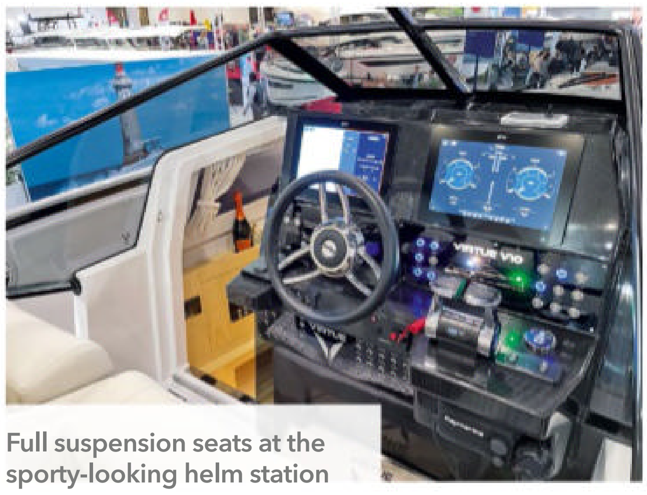
LOA 32ft 8in (9.95m) **BEAM** 9ft 6in (2.90m) **ENGINES** Single 300hp or twin 250hp outboards **TOP SPEED** TBC **PRICE** From €221,000 ex tax **CONTACT** www.virtue-yachts.com

Dinette comfortably seats six and also converts to a sunpad



V10 looks great and has an innovative Swedish hull design

Every time we think there can't be room for any more Scandinavian-inspired walkaround sportsboats in the market, another one pops up. In fact Virtue is Polish owned and built but uses a Swedish designed hull. And it's the latter which provides one of the new Virtue V10's key USPs because instead of the usual variable vee shape, it uses a Petestep hull. First seen on the HOC Yachts 33 and more recently X-Power 33C, this patented design features multiple concave spray rails that fan out from the keel towards the topsides as well as a pair of more conventional horizontal steps. Their purpose is to deflect spray down and backwards, harnessing the energy of the displaced water to create additional lift and drive, reducing drag and increasing speed, acceleration and efficiency. We'll have to wait for a test drive to see how well it works (the original HOC was a hoot to drive) but in the meantime there are plenty of other reasons to get excited about the new V10.



Full suspension seats at the sporty-looking helm station

First up it looks very tidy with a modern reverse-angled bow, a stylish T-top sunshade with integrated solar panels, and drop-down side coamings to create more deck space at anchor. The cockpit itself is very well appointed with a sociable dinette aft that converts to a double sunpad, a comprehensive outdoor galley amidships and a pair of full suspension seats tucked behind a businesslike helm station and wraparound windshield. Walkaround decks with deep bulwarks and inset grabrails lead to another smart sunpad forward. Below decks there is room for a decent double vee berth and a separate heads compartment.

Double vee berth forward is basic but perfectly adequate

Power comes from either a single 300hp outboard engine or a pair of 250hp ones. You can even opt for Evoy electric outboards if you want or need a greener option.

Virtue hopes to pitch itself as a more exclusive, upmarket alternative to the Axopars and Saxdors that dominate this segment of the market with prices starting from €221,000 ex VAT. If it can back up all those features with an equally strong driving experience and build quality to match those premium prices, it might just carve itself a niche of its own.

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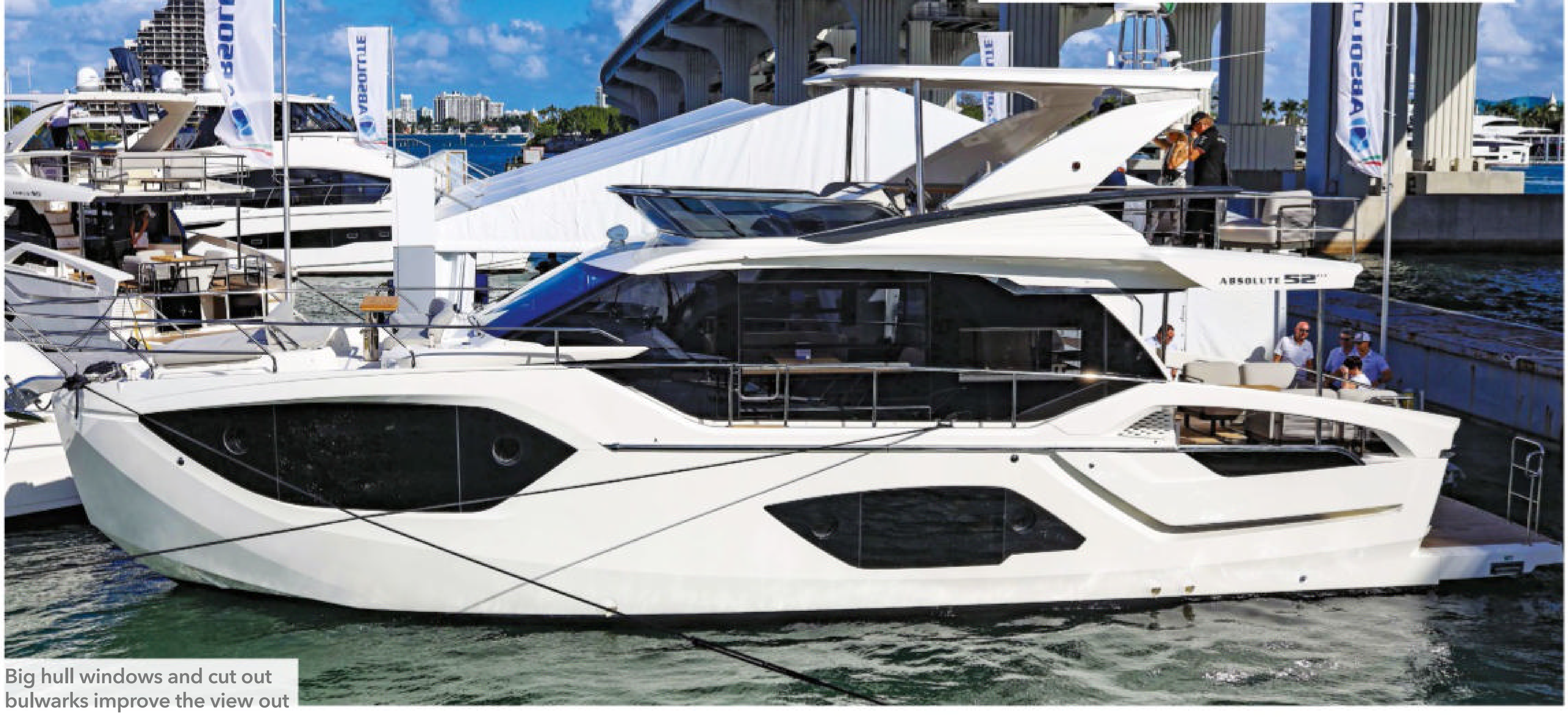
ABSOLUTE 52 FLY

LOA 54ft 11in (16.76m) **BEAM** 14ft 4in (4.67m) **ENGINES** Twin Volvo Penta D8-IPS800s **TOP SPEED** Approx 28 knots **PRICE** TBC **CONTACT** www.absoluteyachts.com

Panoramic cockpit terrace is fitted with modular furniture



Big hull windows and cut out bulwarks improve the view out

Absolute's new 52 Fly adopts a lot of the design cues that made the recent 56 and 60 Fly models so striking. It employs the same 'chopped' transom, the same big forward hull windows and the same forward owner's cabin. Like most of the expansive flybridge, the 'cockpit terrace' is also left bare so that owners can pick and mix from a range of modular outdoor furniture.

We managed to check it out for ourselves at the recent Miami show and can confirm that the glass cockpit transom and cut-out bulwarks do a fine job of improving the views when seated. And the foredeck is also a fabulous retreat, with an impressive island sunpad, as well as a low-level dinette.

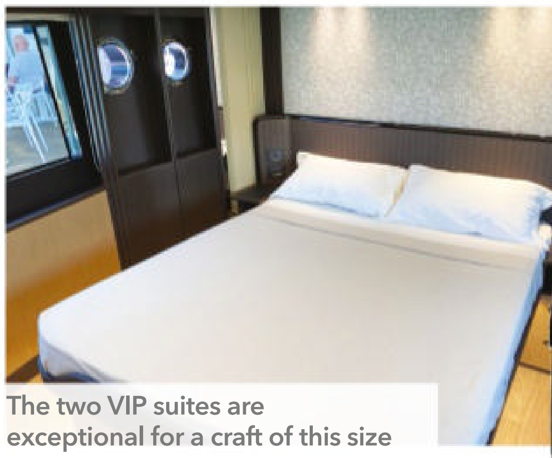
The main saloon comprises an aft galley, plus an amidships lounge area with dinette to port and sofa to starboard. It benefits enormously from big drop-down windows on both sides that make a surprising difference to temperatures and views. And with less need to run the AC, the solar panels on the hardtop should be able to run the rest of your hotel loads, allowing you to shut down the engines and generator for a more peaceful time at anchor.

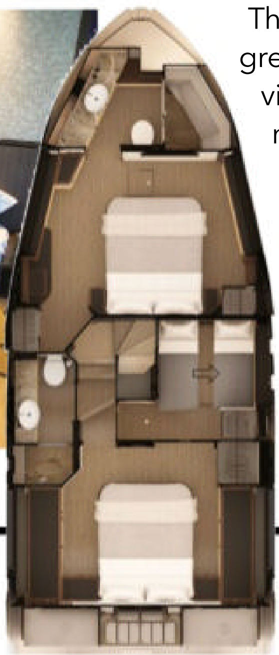
Drop down side windows help keep the saloon cool

The two-seat starboard helm also has great ergonomics, virtually 360-degree views and its own side door. So it makes sense that the upper helm should be offset to port for the easiest possible vantage point for portside parking manoeuvres.

The lower deck accommodation consists of three cabins and two shower rooms – and that forward owner's cabin is a treat. You get fantastic views thanks to those big bow windows and an amazing amount of space around the forward-facing double. The ensuite, which is tucked up forward, is also surprisingly large and comes with full standing headroom. There's a full-beam VIP double aft with big rectangular windows plus a third cabin amidships with single beds that convert to a double at the flick of a switch.

Like the rest of Absolute's portfolio, this one has a pair of Volvo Penta diesels with IPS pods. Figures are yet to be released but the IPS800s should top out just below 30 knots with a fast-cruise range of between 250 and 300nm.


The two VIP suites are exceptional for a craft of this size



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DELPHIA 10

LOA 32ft 1in (9.78m) **BEAM** 11ft 5in (3.49m)
ENGINE Single 40-110hp Volvo diesel or Torqeedo 55kW electric
TOP SPEED 9 knots **PRICE** From €163,744 inc VAT **CONTACT** www.delphiayachts.com

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Though designed for electric, there's also a diesel option

The squared-off bow increases volume in the owner's cabin

Just as the Volkswagen Group has the Škoda brand to offer a practical, good value alternative to its more upmarket VW and Audi vehicles, so the Beneteau Group has Delphia to offer a similar value offering to its customers.

It's not quite as simple as that though because Delphia also has a remit to build craft for the inland waterways and to pioneer the use of electric propulsion systems. The new 10 is a good example of this. Available either as an enclosed wheelhouse Sedan, semi-covered Lounge-Top or the fully open Lounge version shown here, it is ideally suited to pottering along Europe's rivers, lakes and canals.

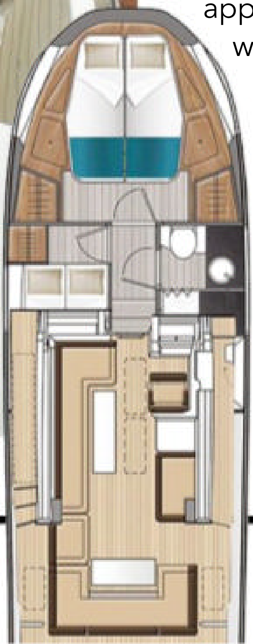
The hull is a pure displacement design with plenty of beam and a squared-off bow to maximise volume. Power comes from either a single 40-110hp Volvo diesel shaftdrive engine or a 55kW Torqeedo electric motor with one or two 40kWh batteries. Opt for the latter and you should be able to cruise all day at 4-5 knots.

Most of the cockpit is given over to seating on the Lounge version with just a basic wet bar to starboard. And although wide side decks run along both sides of it, the port one is raised so it doesn't enjoy quite the same feeling of safety as the deeply bulwarked starboard one.

That squared-off bow creates space for a good-sized owner's cabin forward. The same applies to the shared bathroom next door, which also has a separate shower. The guest cabin feels tight by comparison and was fitted out as a study on the boat we saw but there is also a double-bed option.

The thin mattresses and seat bases are a bit basic and we were surprised there wasn't more accommodation under the cockpit but there's no doubting the value on offer here – and the Sedan version with its enclosed saloon and convertible dinette looks particularly enticing.

There's masses of seating on the fully open Lounge version



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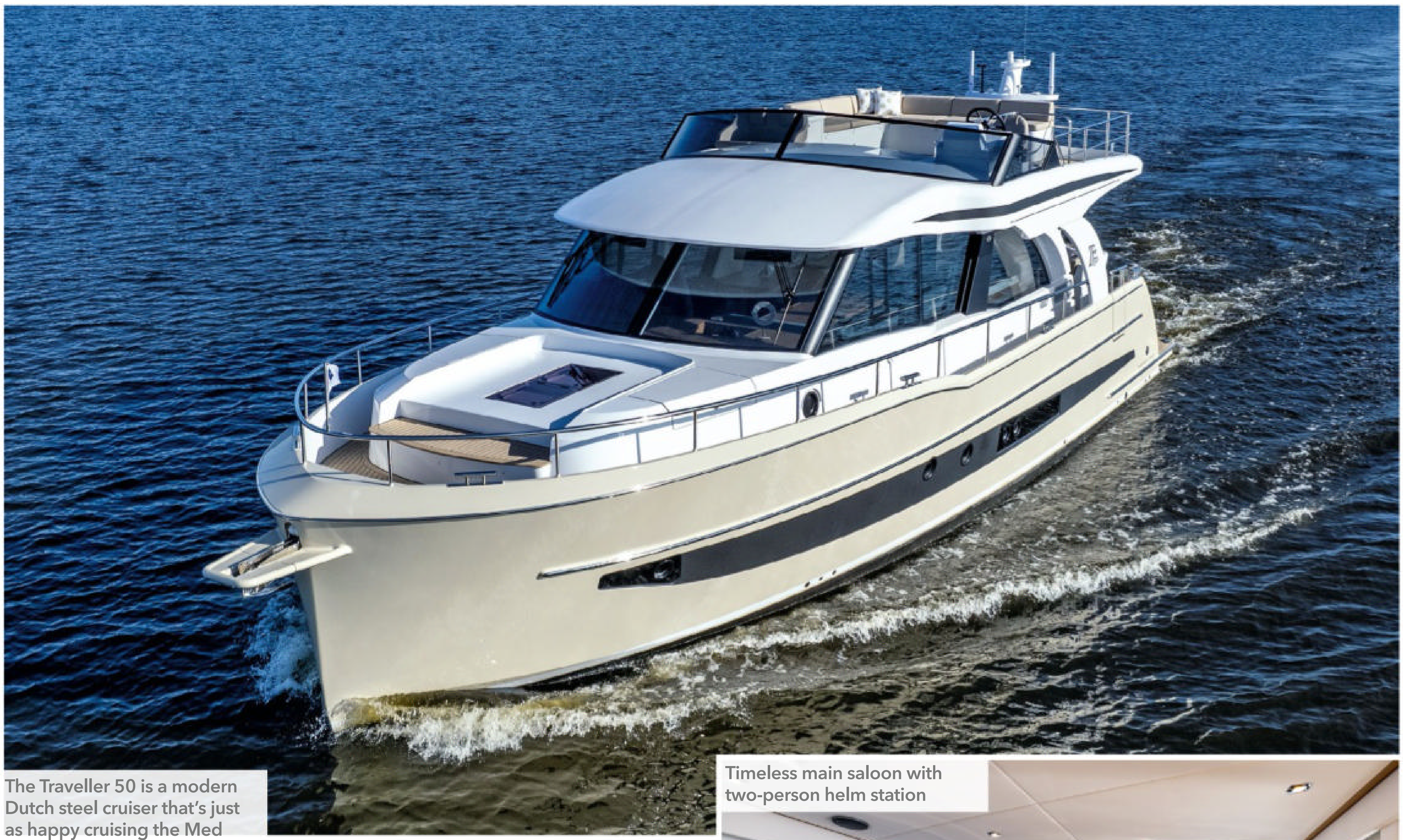
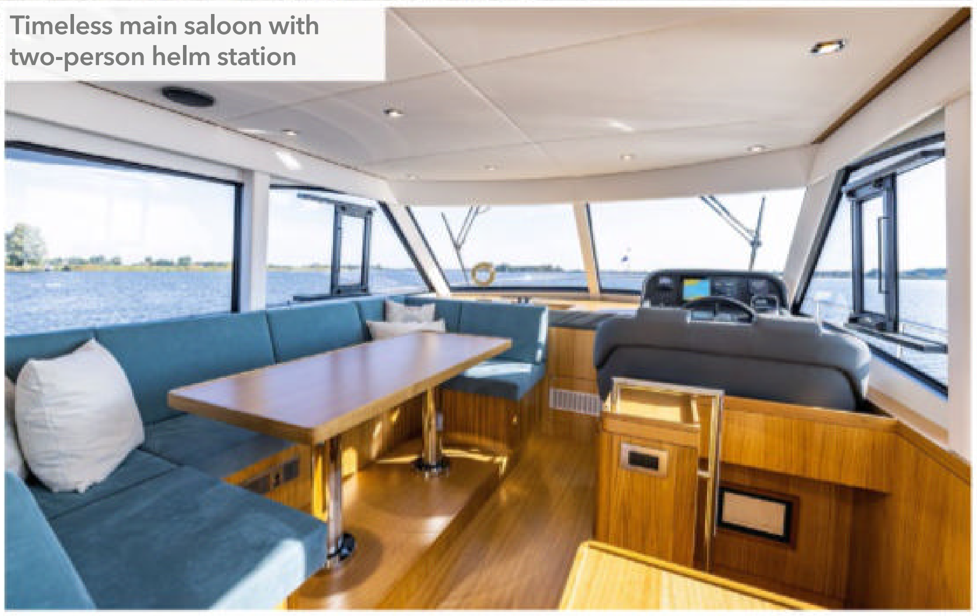
LOA 50ft 2in (15.30m) **BEAM** 15ft 1in (4.60m) **ENGINES** Single or twin 175hp Volvo or Yanmar
TOP SPEED 10 knots **PRICE** From €1 million ex VAT **CONTACT** www.boarnstream.com

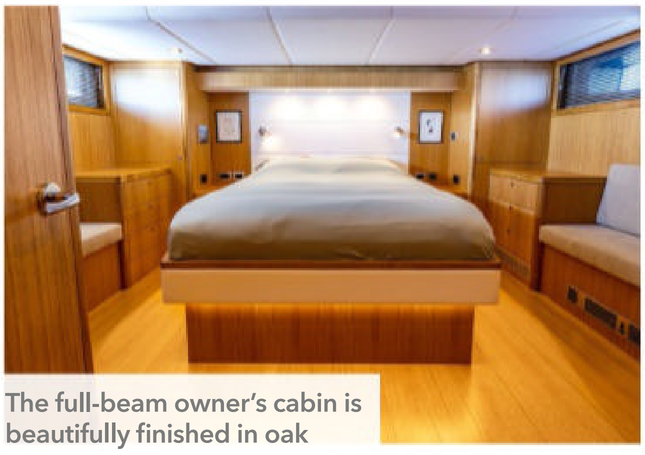


The Traveller 50 is a modern Dutch steel cruiser that's just as happy cruising the Med



Timeless main saloon with two-person helm station

Some time has elapsed since we had a chance to view a Boarncruiser in the flesh and the Traveller 50 on display at the Düsseldorf show in January reminded us what we'd been missing. This fine example of Dutch steel craftsmanship looks more like a modern GRP flybridge yacht than a traditional inland waterways cruiser. With its swooping sheerline, long blade-like hull windows and curvaceous superstructure, it would look equally at home cruising the Mediterranean as it would pottering the canals and rivers of the Low Countries.



The full-beam owner's cabin is beautifully finished in oak

With its traditional round bilge hull form, you won't be going anywhere in a hurry but thanks to folding DMS MagnusMaster rotary stabilisers and a Category A RCD rating, it's more than capable of offshore passage-making. And with single or twin 175hp engines on V-drive shafts and 1,600-litre fuel tanks, it has a claimed range of around 1,000nm at its cruising speed of 7-8 knots. It even has a small stern garage for an inflatable tender or a couple of SUPs instead of the usual bike rack.

As with all Boarnstream boats, the interior is fully customisable but the version at the show had a beautiful solid oak interior with a large aft galley and dinette in the main saloon, as well as a two-person helm station forward. Rather more unusual was the splendid full-beam owner's cabin amidships. Thanks to those V-drive gearboxes, the engines are pushed right back towards the transom, freeing up space ahead of them for more accommodation. The shape of the hull also allows the cabin soles to be dropped right down to create more headroom up above. The result is a remarkably generous owner's suite amidships and VIP cabin in the bow, both of which enjoy long but narrow hull windows with opening ports. The third bunk cabin is a bit pinched but fine for kids.

Up top, the flybridge extends out over the side decks and can be fitted out as you please. The only downside is a rather awkward raised box section forward that's needed to create headroom above the saloon companionway. That aside, this is 35 tonnes of rock-solid home-from-home comfort and would make a fine alternative to a modern trawler yacht.

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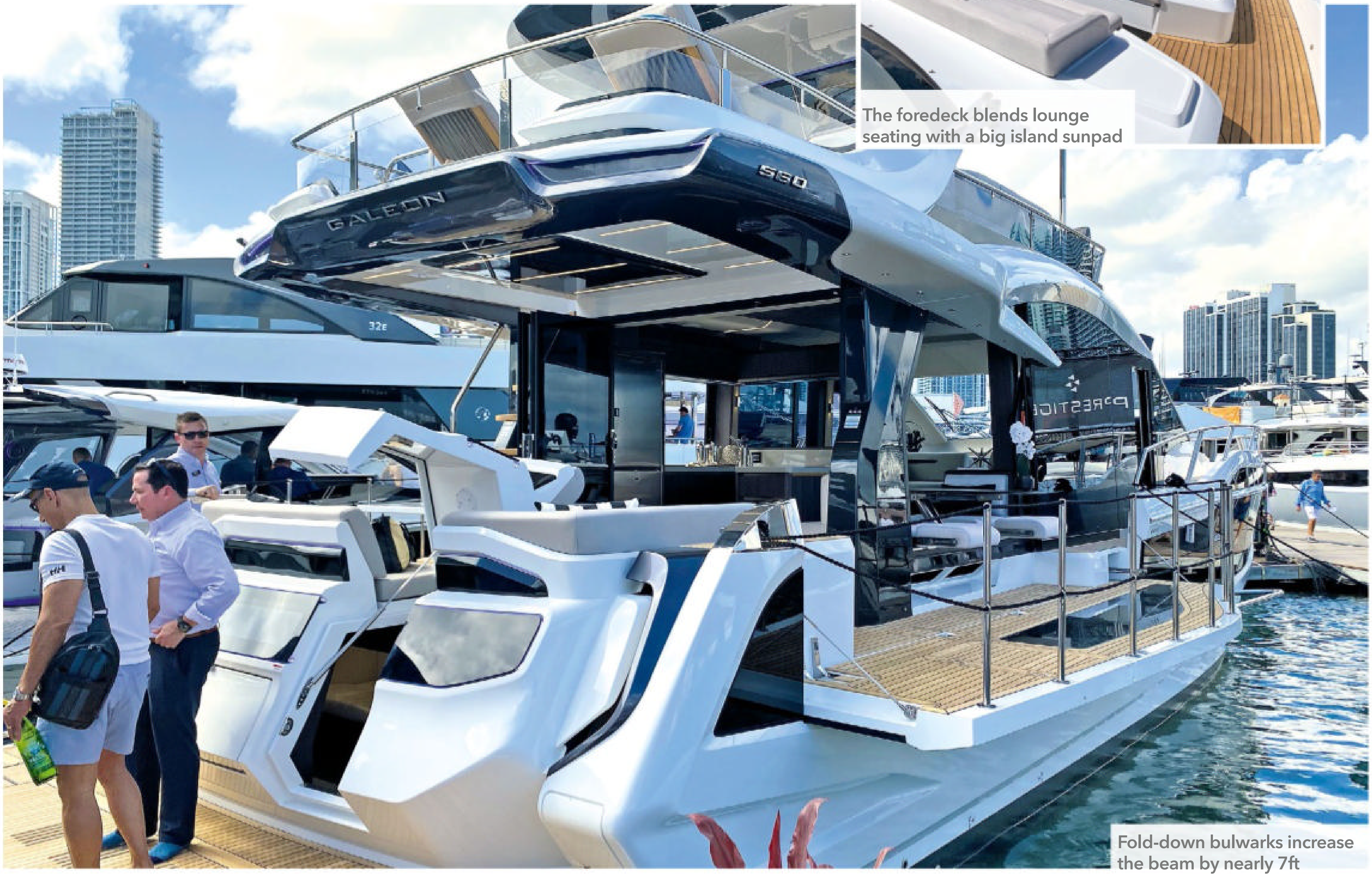
GALEON 560 FLY

LOA 58ft 6in (17.82m) **BEAM** 15ft 10in (4.82m)
ENGINES From Volvo D11-725s to D13 900s **TOP SPEED** TBC
PRICE TBC **CONTACT** www.galeon.pl

The foredeck blends lounge seating with a big island sunpad



Fold-down bulwarks increase the beam by nearly 7ft

Galeon's new 560 Fly was unveiled for the first time at the recent Miami International Boat Show – and what really sets it apart (aside from its prolific use of glass in the hull and superstructure) is the amount of outdoor space.

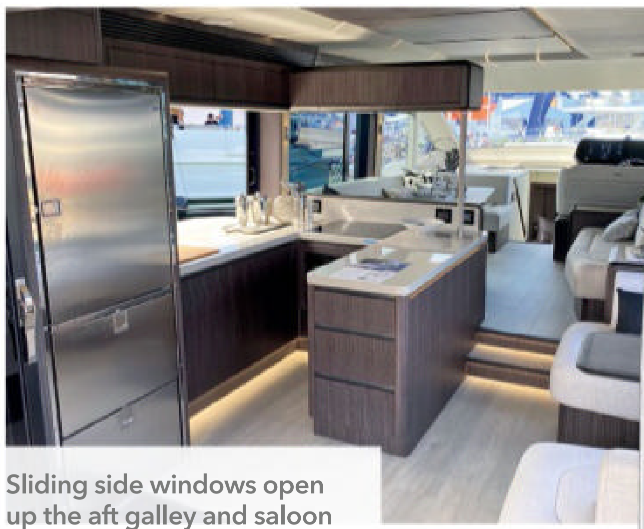
Accessed by a single set of steps to port, the cockpit has a pair of huge fold-down bulwarks that expand the beam from 15ft 10in to a whopping 22ft 4in, transforming the usable area in and around the aft deck and galley. Sliding windows on either side of that galley help capitalise on the space too.

A pair of low stools creates an alfresco bar to port; and to starboard, the two-person dinette uses seating and table extensions to become a semi-outdoor four-seater. There's also a big foredeck terrace with low sofas and an island sunpad, plus a full flybridge with an optional hardtop that provides all the amenities you would expect – a wet bar, two C-shaped dinettes and a forward chaise longue opposite the starboard helm bench.

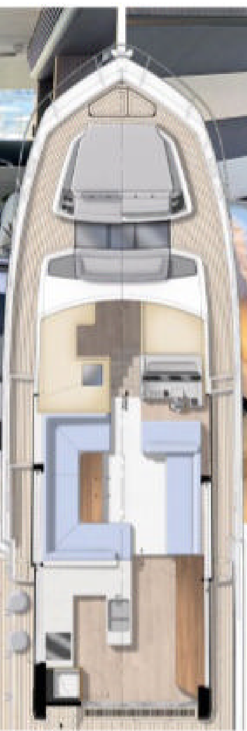
Back down on the main deck, the midships lounge offers fabulous views through floor-to-ceiling glass and the lower two-man helm gets its own sliding door for access to the side deck.

The lower deck includes three cabins and a pair of shower rooms, again with huge windows and wonderful views. The forward VIP is especially bright and the aft crew quarters are amazingly generous for a boat of this size. The full beam owner's cabin amidships sits a couple of steps down, with a forward-facing centreline bed, a low sofa to starboard and a vanity desk to port.

While the first boat was fitted with twin Volvo Penta D11-725s and straight shafts, bigger D13 800hp or 900hp options will also be available.



Sliding side windows open up the aft galley and saloon



Huge hull windows light up the amidships owner's cabin

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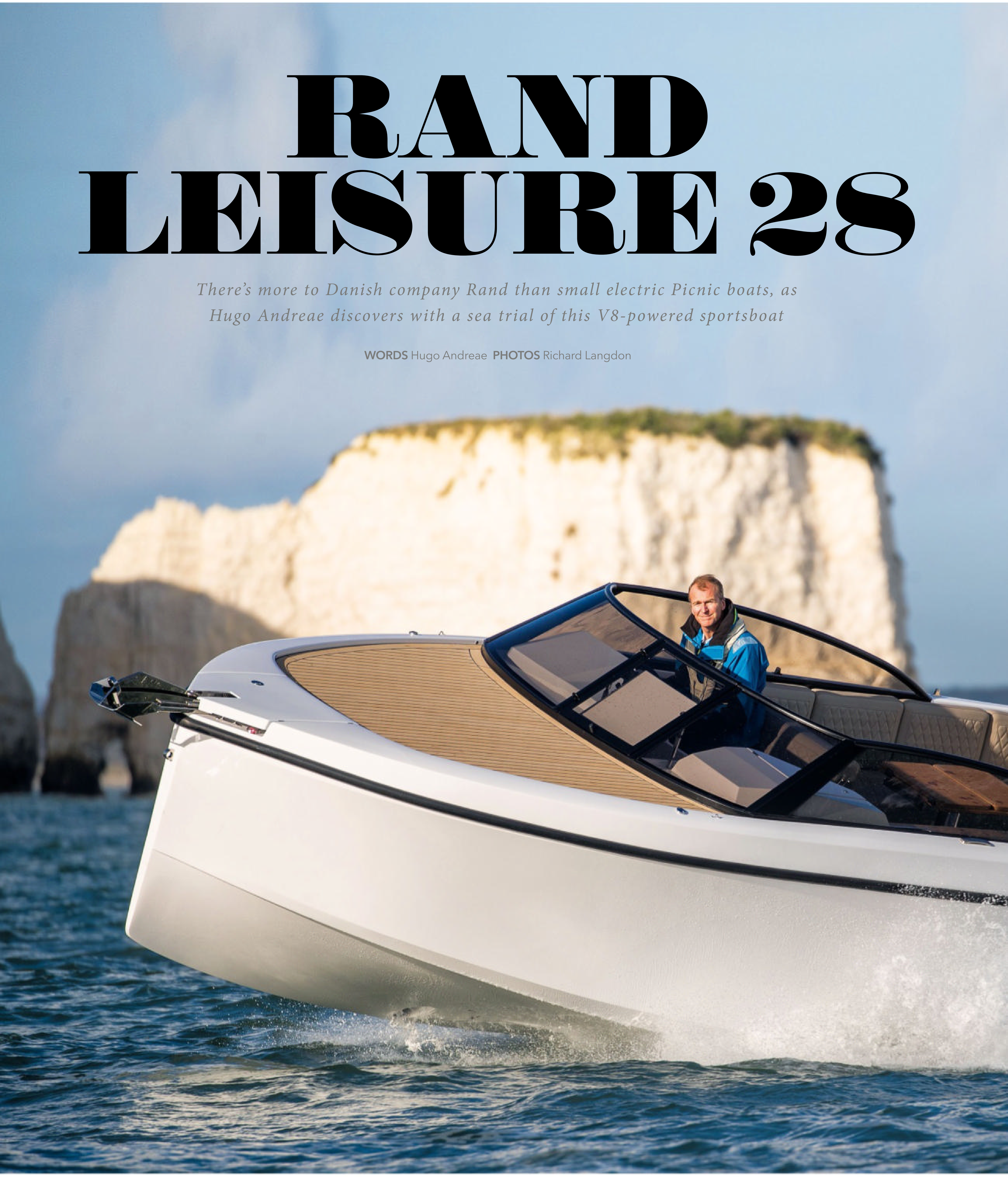
RAND LEISURE 28

There's more to Danish company Rand than small electric Picnic boats, as Hugo Andreae discovers with a sea trial of this V8-powered sportsboat

WORDS Hugo Andreae **PHOTOS** Richard Langdon



SEE MORE
mby.com/rand28

Scandinavia has a reputation for building some of the best small to medium sized boats in the world. Brands like Windy, Targa, Nimbus, Marex, Sargo, Grandezza and Nordstar all trade on their Scandinavian heritage as evidence of their functional design, robust seakeeping and high quality build. By and large the reputation holds true thanks to the challenging sea conditions around Norway, Sweden and Finland where all these yards are based. But there's another Scandinavian country, which for some reason rarely features in motor boat building circles – Denmark.

That's something which Danish brothers Carl and Oscar Rand are determined to change. In 2014 they co-founded Rand Boats to manufacture a range of sustainable electric boats for city-based boat rental company GoBoat. Their first model, the Picnic 18, was a runaway success with over 350 sold and while electric power remains at the core of its offerings, the range has now expanded to cover a much broader spread of craft and powertrains. In fact by 2023 it hopes to be building at least 1,500 boats a year from a brand new production facility in Croatia and by 2030 it plans to have 26 models in the range, all of which will be powered by electric motors alone.

It's an ambitious goal for a relatively young company but Carl and Oscar are confident they have the products and the strategy to get there, so what is it that makes Rand Boats special and do you have to be a river-based eco-warrior to appreciate them? ▶

LEFT: Extending bow roller ensures the anchor stays clear of the bow when lifted **CENTRE:** Care needs to be taken not to confuse water and fuel tanks **RIGHT:** Diamond-stitched upholstery is a £2,500 upgrade

To find out we arranged to test a Rand Leisure in the choppy coastal waters of Poole Bay, Dorset, and rather than sea trialling one of the quiet but range-restricted electric versions, we opted for the full-fat 350hp 6.2-litre petrol V8 model.

ROOM FOR ALL

For some reason all of Rand's boat show craft tend to be built with grey hulls so seeing this stock boat in a bright glossy white gelcoat is quite an eye-opener. With its razor sharp bow, clean sculpted topsides and clutter-free foredeck devoid of bowrails and protruding cleats, it looks every inch the chic, modern, Scandinavian sportsboat. Available in both open and closed bow designs (as the Supreme 27 and Leisure 28 respectively), it can be ordered with either petrol, diesel or electric inboard power, or if you prefer, a single 300hp Mercury Verado outboard.

The other big difference to most of its Scandinavian competitors is that it features a full beam cockpit with an offset helm to starboard and a step-through windscreen rather than the ubiquitous centre console and walkaround decks favoured by the likes of Axopar, Nimbus, Saxdor and Quarken. With no side decks impinging on the cockpit or cuddy space, it leaves room for usefully bigger, beamier entertaining zones above and below decks. One of the key selling points of the little Picnic 18 was the number of people you could sit around its central table (10) and the Leisure 28 is no different – it is RCD rated for up to 12 people, considerably more than most boats this size.

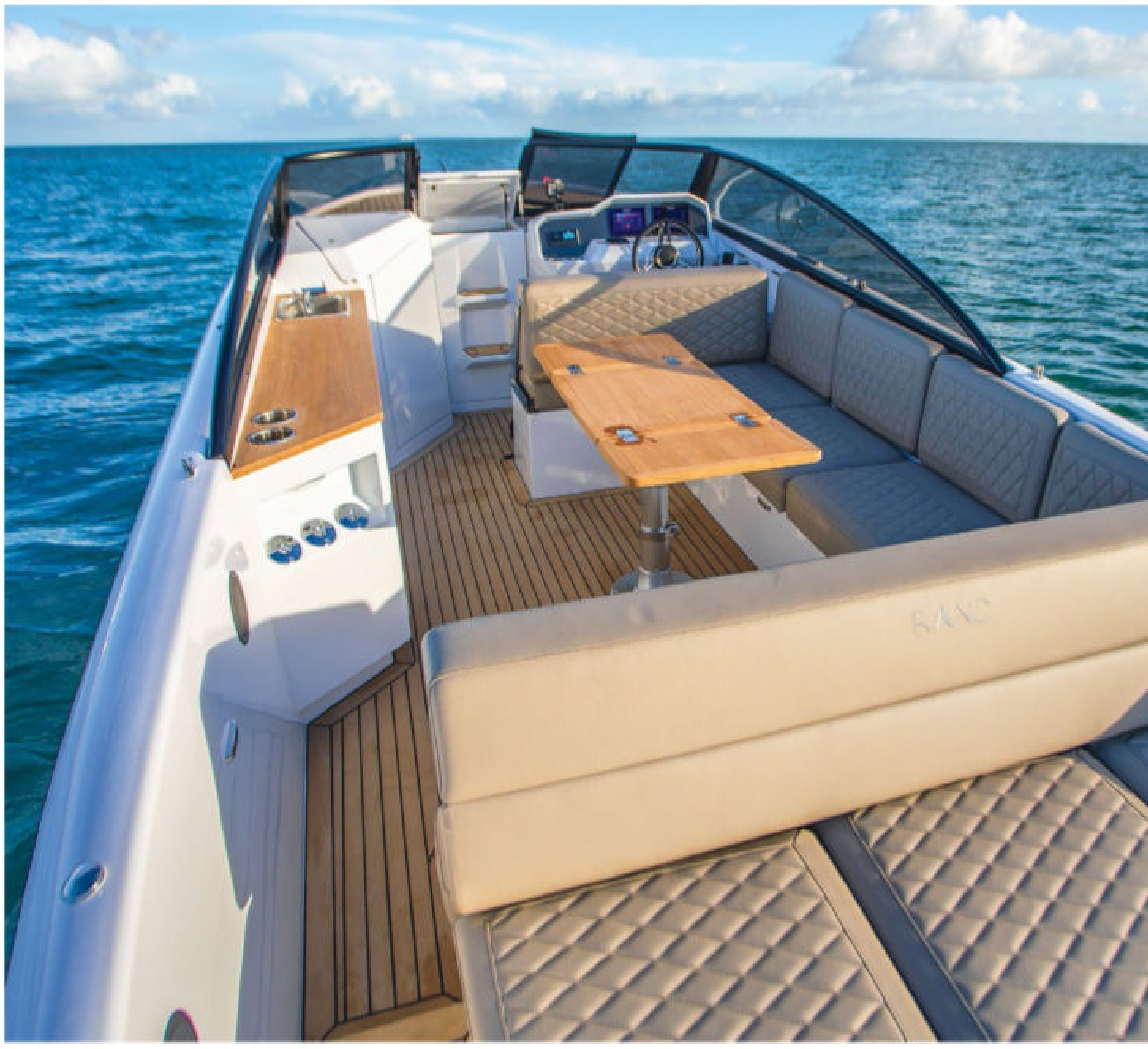
With the teak table unfolded to its full length, the backrest of the helm seat flipped forward so you can sit facing aft and a couple of director's chairs to port, you really can host a dozen people for lunch in the cockpit. They'll need to bring their own sandwiches, though, because even with the benefit of a smart teak-topped wet bar running the length of the port side you'll struggle to whip up much more than a few cold snacks and beers from its under-counter fridge and storage lockers. Even so this is a considerable step up in terms of guests and facilities than most of its sportsboat rivals. By keeping all the seating and sunbathing space over to starboard, there is room to port for a generous walkway leading all the way from the bathing platform to the companionway. While not quite as easy to move around as a centre console design it does at least avoid the feeling of having to shuffle past other people to get to your seat or access the helm. With only two of us on board, this long run of starboard seating didn't cause any issue with side to side trim and it did feel impressively stable at rest but I can foresee the trim tabs coming in handy when you've got four or five guests and the helmsperson all sitting on one side of the boat.

LIGHT AND EFFICIENT

There's a heads compartment tucked under the port side of the windscreen with access directly from the cockpit. It's so small that you have to enter it backwards and with no natural light or ventilation it's not particularly comfortable or discreet

BELOW: Long wet bar has a fridge and sink plus lots of extra storage capacity

BOTTOM: Small heads compartment is pretty basic but handy to have



The aim was to create a hull that worked equally well at low and high speeds

Deep vertical bow is designed to cut through the waves when immersed for a smoother ride

but at least it's a step up on the bucket and chuck it approach most RIB users have to put up with. The cabin itself is pretty basic too with a simple vee berth arrangement and infill for overnighting and a couple of shelves for storing bits and bobs but no lining on the sides or deckhead, no hull windows and quite a bit of exposed (albeit very smooth and shiny) gelcoat.

This is all part of Rand's ethos to keep things as clean, simple and, above all, light as possible. Sustainability is central to everything it does and the key to an efficient boat, regardless of whether it's powered by batteries or petrol, is to keep the weight down. Rand achieves this by using detailed structural analysis to design a light but stiff vacuum infused bio-resin hull with a foam core made out of recycled plastic bottles, and then paring back the number of extra mouldings and fittings to the bare minimum. If this were done cheaply, it could end up looking overly basic but by using high quality materials and ensuring it's all beautifully finished, the end result has a pleasing, minimalist aesthetic that looks like a sharp designer suit rather than a cheap and cheerful high street number. That said, some Alcantara padding in the cabin and a set of bowrails on the foredeck would, in my opinion, be worth a few extra kilos.

The other benefit of a light boat is more performance and to this end the Leisure 28 features an equally interesting hull design with a vertical wave-piercing bow, pronounced chines and variable vee underwater sections culminating in a fairly deep 20-degree deadrise angle at the transom. The aim was to create a hull that worked equally well at low and high speeds with minimal bow lift, easy planing and optimal running efficiency at 25 knots.

Judging by these criteria, it appears to have nailed it. In the lee of Studland Bay where the rolling swell was ▸

ABOVE: Backrest folds over to extend the length of the sunpad when needed

LEFT: Long, beamy cockpit is rated for up to 12 people

RIGHT: Cuddy cabin is well lit but could do with some lining to soften the expanse of white gelcoat

Clinical engine bay can be fitted with a powerful electric motor and batteries instead

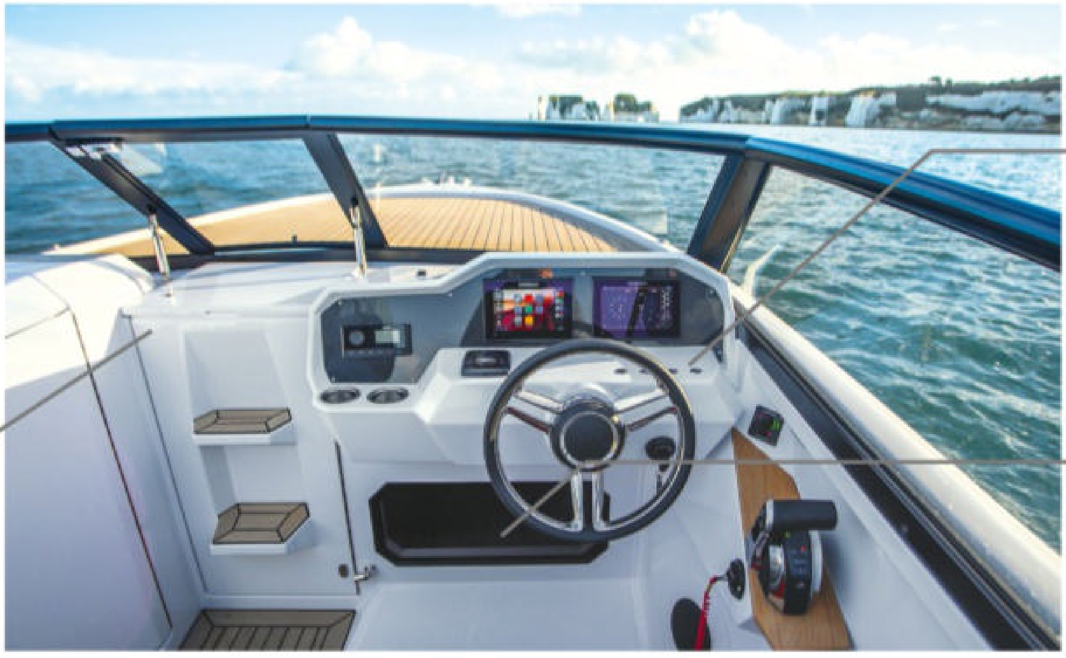
Rand has created something altogether softer and subtler

reduced to a short chop, it rode flat and level, cutting through the surface waves like the proverbial hot knife through butter. As luck would have it, we were joined later in the day by a Cormate T28 powered by the exact same 350hp engine (see p78) giving us an ideal comparator. As expected the Rand couldn't quite match the Cormate's blistering top speed (42.9 knots vs 47.3 knots) but it was notably more fuel efficient at cruising speeds (28.8 lph at 23.5 knots vs 31.2 lph).

It was only when we left the shelter of the bay to tackle the larger rolling swells off Old Harry Rocks that the Rand began to feel out of its comfort zone. It still coped gamely with the more challenging conditions, batting away spray very effectively and maintaining an admirably level trim and ride even when airborne, but the relatively light build and pronounced chines did send the occasional tremor through the boat when landing off taller waves. In fairness these are not the kind of conditions most owners or boats enjoy, let alone their passengers, so it would be wrong to criticise Rand for prioritising fuel efficiency and easy handling over ultimate rough weather ride but it does go to show that everything involves some degree of compromise.

VERDICT

The Rand Leisure 28 may be a Scandinavian boat but its Danish origins bring something fresh to the party that many of its Finnish rivals lack. Rather than focussing all its efforts on producing yet another fast, rugged, rough weather specialist, Rand has created something altogether softer and subtler, aimed at maximising people's enjoyment of time on the water. With its vast, welcoming cockpit, acres of seating and cutting edge design, it's an ideal boat for summer day trips with friends and family. Few other craft of its size are rated to take 12 people, let alone in this much comfort and style. So, no, you don't need to be an eco-warrior to enjoy its charms, nor based on a river, you just need deep pockets and an appreciation of minimalist Danish design.
CONTACT Bates Wharf Marine Sales +44 (0)1932 571141 www.randboats.com



CLEAN DESIGN
The only manual switches are for the battery and the engine bay extractor

DOOR KEEPER
Top part lifts and bottom part swings open to be held in place by a magnetic stop

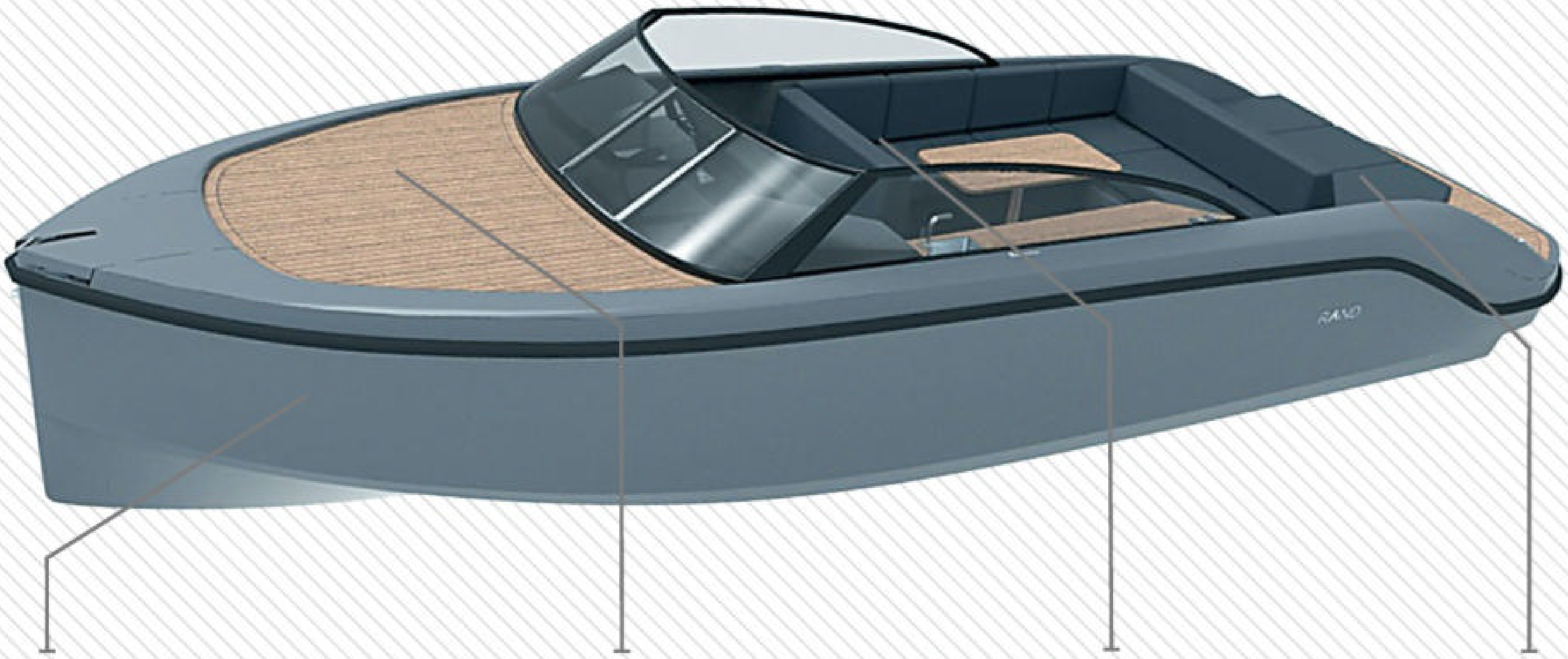
CABIN WINDOW
This perspex hatch provides the only natural light in the cabin

SPECIFICATIONS

LOA 27ft 7in (8.4m) **BEAM** 8ft 4in (2.55m) **DRAFT** 1ft 2in (0.35m) **DISPLACEMENT** 2,016kg

FUEL CAPACITY 315 litres **ENGINES** Single Mercruiser 350hp petrol or 270hp diesel sterndrive, Mercury 300hp outboard, 40-265kW electric motor

RCD CATEGORY C for 12 people



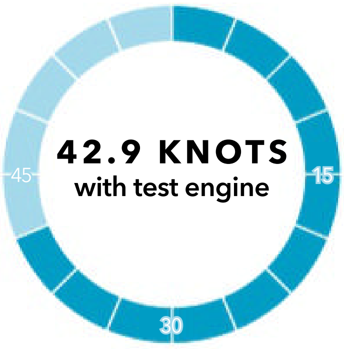
CHINE FLATS
With a sharp vertical bow these flatter sections help generate lift and deflect spray

OPEN OR CLOSED
The Supreme 27 uses the same hull but has an open bow with more seating in it

REVERSIBLE SEAT
This backrest swings over so the helm seat can become part of the dinette arrangement

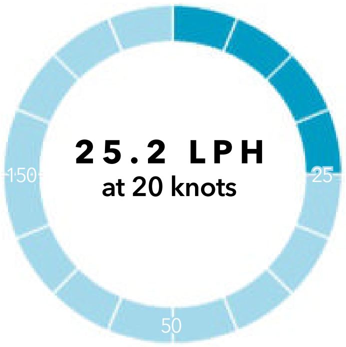
ENGINE OPTIONS
Outboard fans can order the boat with a 300hp Mercury Verado instead of an inboard

TOP SPEED



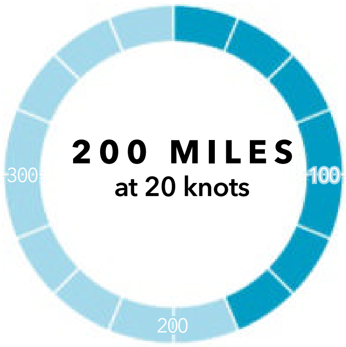
42.9 KNOTS
with test engine

CONSUMPTION



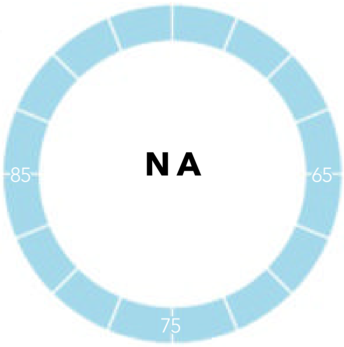
25.2 LPH
at 20 knots

RANGE



200 MILES
at 20 knots

NOISE



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PRICE

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COSTS & OPTIONS

PRICE From £178,800 inc VAT
ENGINES 6.2-litre 350hp V8 petrol

Artificial teak decks	Std
7in Raymarine Axiom plotter	Std
Stereo system	Std
6 x pop-up cleats	Std
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Diamond stitched upholstery	£2,508
Bimini top	£2,574
Pressurised water system	£1,950
Fenders and pop-up mounts	£1,506

PERFORMANCE

Test engines Single Mercruiser 6.2-litre V8 petrol 350hp @ 5,000rpm

					ECO		FAST		MAX
RPM	1000	1500	2000	2500	3000	3500	4000	4500	5000
Knots	5.4	7.3	11.8	17.3	23.5	29.3	34.2	39.1	42.9
Litres per hour	6.9	10.4	15.6	21.6	28.8	38.8	58.3	82.9	104
Litres per mile	1.28	1.42	1.32	1.25	1.22	1.32	1.70	2.12	2.42
Range	196	177	190	201	206	190	148	119	104

Calculated figures based on real time readings, yours may vary considerably.
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JULIAN SINGLETON took this shot of his Axopar 28 on the way back to Port Adriano, Mallorca, after a morning's wakeboarding. "I'd recently bought a DJI Mavic Mini 2 drone and was playing with it to see what sort of photos we could get." Pretty good ones!

SMALL IS BEAUTIFUL

I thought the letter from Guy Chenevix-Trench in the April issue made a valid suggestion regarding a potential feature on trailerable boats.

Trailerable boats are a great way of introducing people to our sport as well as giving them the opportunity to get a taste of a wide variety of cruising areas. The Western Isles of Scotland, Milford Haven, the creeks of Essex or even the Morbihan in France can all be done on a sensible budget with a trailerable boat.

Despite now boating in a Broom 41, my grown-up children and I still have great memories of trailing a 20ft boat to La Trinité, using it as a caravan parked up in the Aire de Repos in France on the way there and back. So come on Hugo, encourage more people to start boating with an article on trailerable boats. **Keith Wheeler**

Fair point, it's how I started boating and I'm sure plenty of others did too. I'll have a think about how best to approach it and come up with a plan. Hugo

TRAILER TRUTHS

I saw your response in last month's letters page about maximum trailer sizes for towing boats on the road and thought it would be helpful to clarify a few points on the subject.

The maximum legal trailer length of 7m is technically correct but this measurement does not include the drawbar, coupling or A-frame, so our largest road legal trailers actually have an overall length of 9.75m, with the A-frame being circa 3.75m of this length. This trailer would typically take a boat with a bow eye-to-transom length of around 8.6m. A rear overhang of up to 2m is also allowed – if clearly visible.

The maximum trailer width of 2.55m is also correct but the load itself can be 2.9m wide before additional measures have to be considered.

For licences issued before January 1997, you are usually allowed to drive a vehicle and trailer with a combined weight of up to 8,250kg. For licences issued after that, the maximum towable weight (boat and trailer) is 3,500kg.

NEXT ISSUE ON SALE 4 MAY

CUSTOM YACHTING
26 extra pages of big boat heaven including sea trials of the Princess X80 and Ferretti 860, plus the *MBY* reader buying a Sanlorenzo SL96A

TOP 10 DUTCH MOORINGS
Experienced waterways cruiser Andrew Fells shares his 10 favourite overnight berths for exploring the Netherlands

LAUNCHING A TRAILBOAT
Jon Mendez takes us through the dos and don'ts of launching a boat safely from a road-going trailer on a public slipway

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Paddleboards can make a handy alternative to a tender on a small boat

As a result, the weight and beam of the boat tend to be the limiting factor rather than the trailer length.

Here at SBS we are happy to discuss trailer requirements for both road and yard use to suit any size of boat.
Dave Timmins, SBS Trailers

Thank you for clarifying. My only word of caution is that before rushing off to buy the biggest trailerable boat allowed please make sure you, your car and your trailer are capable of it. Towing a heavy boat is a major responsibility and every extra kilo adds to the hassle factor. My advice would be to start small and build up to something bigger. **Hugo**

TENDER TROUBLES

After years of dreaming about owning a boat, six months ago I finally took delivery of a new Beneteau Antares 7. We keep it in Deganwy, Wales, and can't wait to use it in and around the coast of North Wales and Anglesey.

However, I realise that to get the most out of the boat, I need a tender and outboard so as to be able to go ashore with a crew (max four) when at anchor.

I've read the articles about which is the best tender and which are the most suitable outboards (including electric) but I'd like to know: where is it best to stow the tender and outboard; what is the best way to inflate the tender at sea; and how do I launch it when there's a 150hp outboard in the way? Do your readers have any good suggestions?
Trevor Francis

That is always going to be an issue on a 7m boat as even deflated inflatables are heavy, cumbersome things that are tricky to inflate and deflate on board a small boat. A 12V socket installed in the cockpit and a good quality electric pump will help but go for the smallest, lightest tender you can get away with and a small electric motor you can fit in a locker. Personally I try to drop everyone ashore first and then use either an inflatable stand-up paddleboard (SUP) or a one-person ultralight tender that I keep strapped to the foredeck when not in use, to get myself ashore afterwards. **Hugo**

TRILUX REPLACEMENT

I usually paint my boat's outdrive with International Trilux 33 but my local chandlery tells me this is no longer available. They have suggested using International Cruiser 200 instead.

Is this safe to use on metal and how effective is it? **Mark Everington**

You are right, as of March this year, Trilux 33 is only available in 5-litre tin sizes to professional applicators.

The good news is that Cruiser 200 is safe to use with all substrates including aluminium. We haven't tested this product ourselves but I can guarantee you that it will be a lot more effective than nothing at all! **Hugo**

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Motor Boat & Yachting
Future Plc, 121-141 Westbourne Terrace, Paddington London W2 6JR

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Motor Boat & Yachting (ISSN: 770027 178204 USPS: 415790) is published monthly by Future Plc, 121-141 Westbourne Terrace, Paddington London W2 6JR

Airfreight and mailing in the USA by agent named World Container INC 150-15, 183rd St, Jamaica, NY 11413, USA. Periodicals Postage Paid at Brooklyn, NY 11256.

POSTMASTER: Send address changes to Motor Boat & Yachting, Air Business Ltd, c/o World Container INC 150-15, 183rd St, Jamaica, NY 11413, USA.
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CRUISING

OVER THE HORIZON

He took his time doing it but when John Brennan finally plucked up the courage to make his first offshore passage, the rewards made it all worthwhile

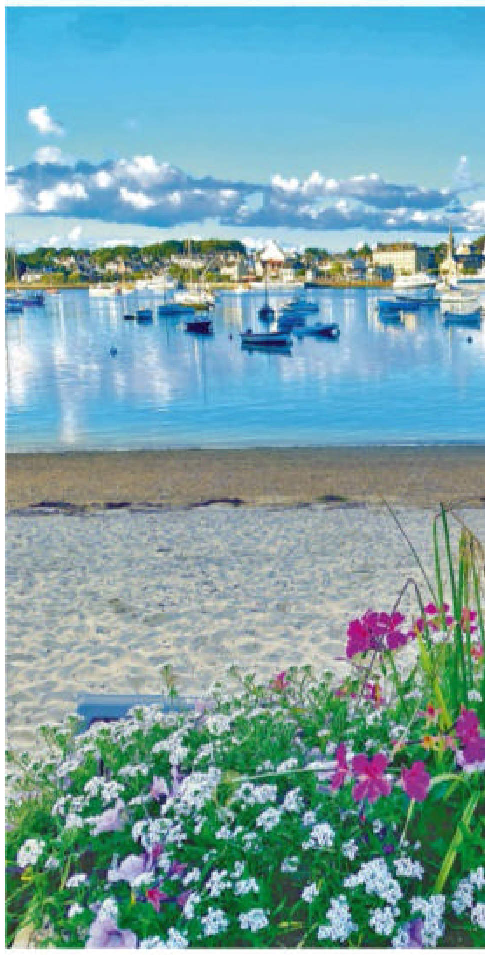
DROMQUINNA

WORDS AND PHOTOS
John Brennan

I have been boating for over 40 years in everything from kayaks and speedboats to my current Redbay 1450, *Dromquinna*. In that time I must have covered over 25,000 nautical miles – roughly the equivalent of circumnavigating the world. However, 90% of this has simply been cruising around my local waters of Ireland and Scotland with occasional holiday charters in Croatia and the Caribbean.

Despite all those miles and the perception that I am nominally an experienced boat owner, I had never lost sight of land. I suspect, like many people, I simply find it more reassuring to stay in sight of land even though it's a false sense of security as most accidents happen close to home.

Since buying *Dromquinna* I have wanted to conquer that fear and pass the point where I am alone at sea, trusting in my own abilities to get us safely to our destination. The buzz of adventure, the excitement of arriving in a new place with a different culture, and the sense of accomplishment that goes with it, is all part of the boating dream. I'd been dreaming of it for 40 years but now it was time to make it happen. ▶



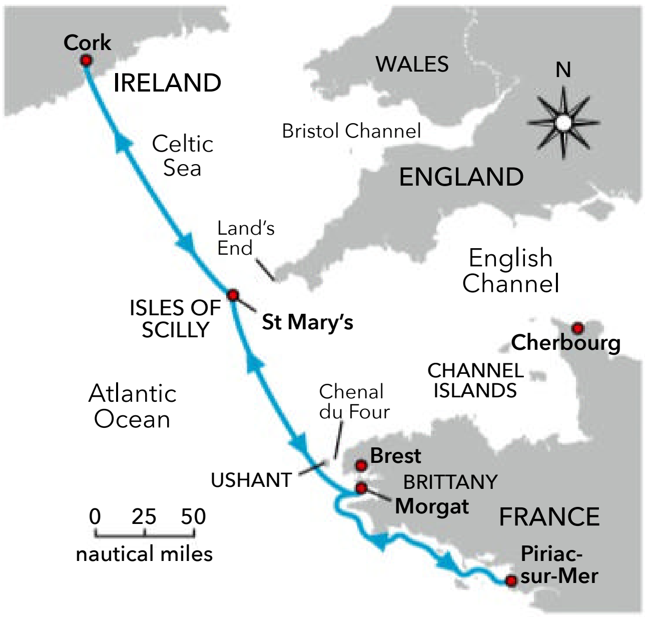
ABOVE: Morgat proved the ideal base for exploring France's Atlantic coast

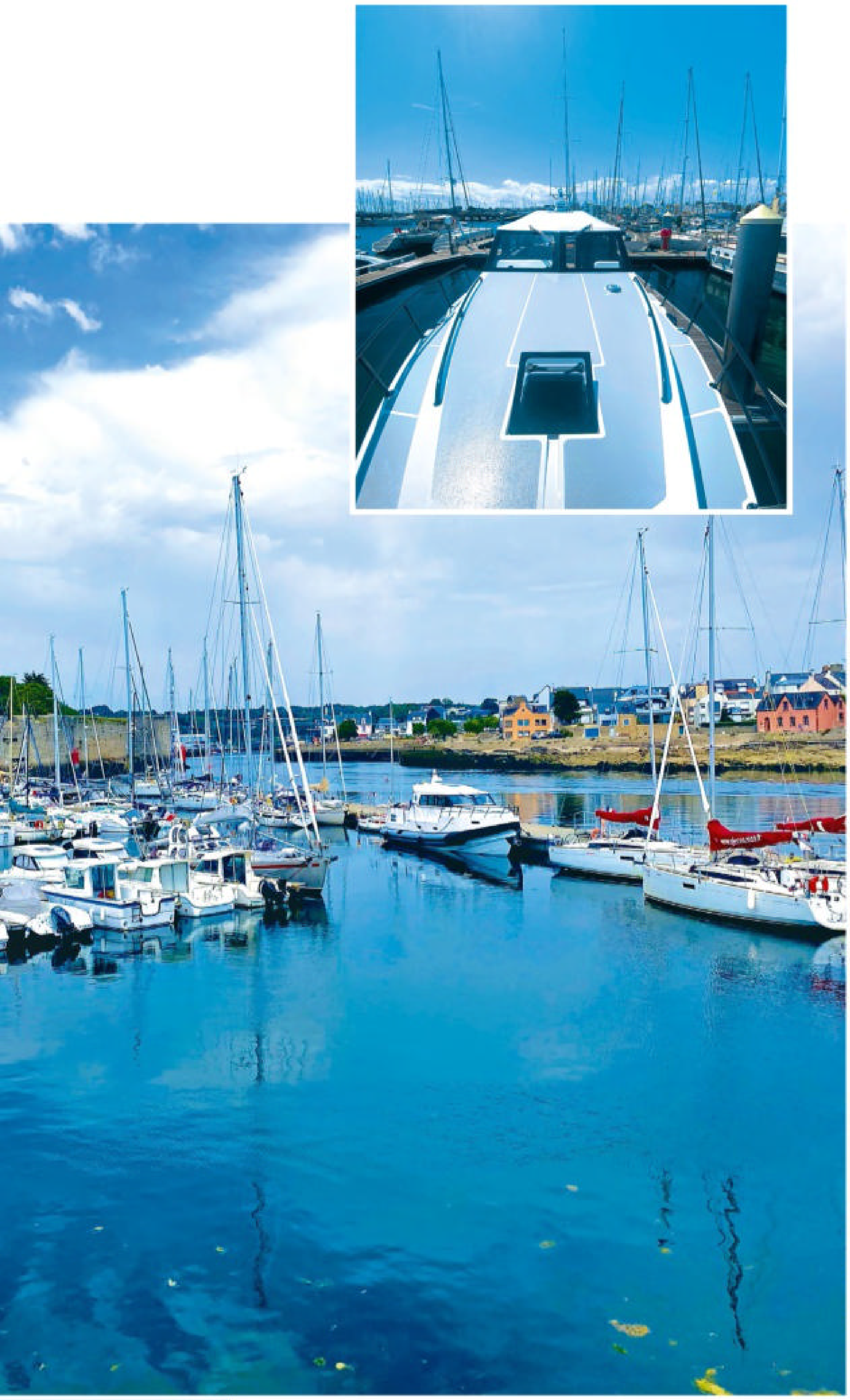
ALL IN THE PLANNING

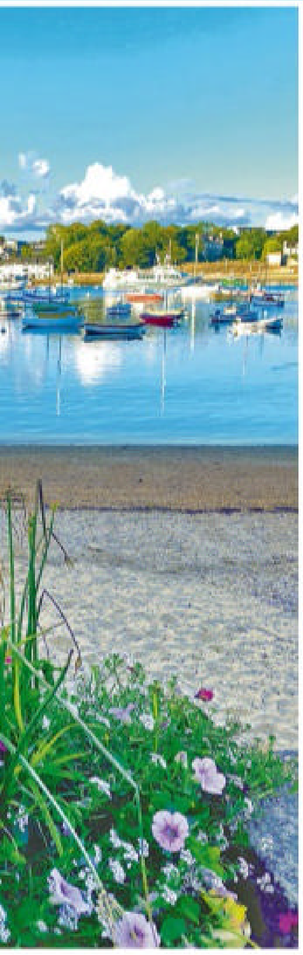
The first step to any new adventure is planning. If you feel well prepared and know what to expect, much of the fear evaporates. Having researched various options for the best part of a year, we decided that France would be our destination, and the west coast of Brittany in particular. It was far enough away from our base in Kenmare, Ireland to be a challenge but not so far that it would be excessively daunting. It held all the attractions of a different language, culture, coast, facilities and most importantly we had not toured the area before either by car or boat so it would all be new to us. That fact that we didn't know a word of French between us didn't enter our heads, we were so focused on the crossing.

The other key variable was weather but with all sorts of apps to advise us, it's not the great unknown that it once was. We looked at typical weather patterns for the time of year, as well as the local currents, tidal flows and the hazards en route, but the final call on timing would have to come down to the weather forecast immediately prior to departure.

Cork is the obvious departure point from Ireland to France so we planned to


Cork
IRELAND
Celtic Sea
WALES
N
Bristol Channel
ENGLAND
Land's End
English Channel
ISLES OF SCILLY
St Mary's
Cherbourg
CHANNEL ISLANDS
Atlantic Ocean
Chenal du Four
Brest
USHANT
BRITTANY
Morgat
FRANCE
Piriac-sur-Mer
0 25 50
nautical miles





BOTTOM LEFT, LEFT AND INSET: The view to Bénodet; cloud watching in Concarneau; blue skies in Brittany

CLOCKWISE FROM BELOW: Calm waters make for domestic bliss; mussels on steroids; Morgat's beautiful beach

> Were we too small, were we too inexperienced, should we have a captain for the crossing?

move the boat to the Royal Cork Yacht Club and wait for a weather window that would give slight wind and flat seas for a 48-hour period between Ireland and Brest. June was our target month so we brought the boat around from our home port of Dromquinna, Kenmare to Cork in mid-May.

For several weeks the lows kept rolling in from the Atlantic and it was not until 10 June that a possibility started to emerge in 10 days' time. Eight days in and everything was still looking good. It was on.

We moved onto the boat the night before and prepared for what felt to us like an epic adventure of Shackleton proportions – our first time over the horizon. My wife was fully supportive of this brave new step and assured me she would enjoy the trip if it all went well. If it didn't, well that would be totally my fault too!

LAST-MINUTE WOBBLES

We all had butterflies in our stomachs as we settled in for the night but that was only to be expected. The following morning, we made our final checks on the weather and engines. All looked good but just as we started to untie the lines at 7.30am, the world's biggest cruise liner happened to come into Cork Harbour, casting a shadow over the entire scene. My heart sank. It was the last thing either of us needed. It was enormous, we were tiny and we were about to head off over the horizon to an unknown world where we did not yet feel like we belonged. Were we too small, were we too inexperienced, should we have a professional captain for the crossing? All these things sprung to mind as our blood cooled, the chat died and an eerie stillness settled over the boat, as we sat frozen, suspended in our thoughts contemplating the unknown.

Determined not to be spooked, we carried on with our pre-departure routines and before we knew it we were under way.

With the engines purring away behind us and the reassuring seakeeping abilities of our Redbay's hull beneath us, we gradually began to relax. We never even noticed the moment Ireland finally dropped out of view behind us, and just five hours and 120nm later, the Isles of Scilly gradually emerged over the empty horizon in front of us.

We arrived in St Mary's half an hour later. It was a superb crossing with nothing in sight for much of the time. Prior to departing, we had looked in awe at the mass of green, red and blue triangles on AIS Marine Traffic that gave the impression there were so many boats out there that there would barely be enough water left for us to float on, let alone pick our way through the traffic. ▶

LEFT: Lorient was one of several marinas they visited during their month long cruise

In reality, we were rarely close enough to see any other craft and spent most of the time surrounded by nothing else but water.

It wasn't just the threat of seagoing traffic that had spooked us; the Isles of Scilly have a menacing ring about them too – due to all the tales of shipwrecks, hidden rocks and unexpected storms – that makes boaters like us fearful of going anywhere near them, let alone entering and refuelling there. I could see the headlines now: "Inexperienced boater sinks"; "Why too far is too far"; "*Dromquinna* on the Rocks". In reality, everything is very well marked and charted so provided you know how to use your boat's navigation systems, the screens will tell you everything you need to know.

BOUNTEOUS BRITTANY

We stayed the night on one of the outer harbour moorings and departed at 6am the following morning bound for south of Brest. We hadn't settled on which port to aim for as we had various different ones in mind, depending on the weather. With a safe cruising range of 380nm from our fuel tanks and a distance of around 110nm to cover, we had options – another important factor when planning, as things sometimes change en route. Again, the crossing went blissfully smoothly with only two ships in our path, one a British Navy monster hugging its territorial boundary as it headed to the Atlantic, and the other a French coastal patrol, neither of which engaged us in any way. I was almost disappointed!

On arriving, we stayed west-south west of Ushant and encountered the well-publicised Chenal du Four. As it was living up to its reputation for strong currents and lumpy seas, we decided to veer slightly further south and head for Morgat. Morgat didn't feature in many guides but Google Earth showed a good marina, stunning beach and nice size town. A French military helicopter chaperoned us at around 200ft for some time before giving us the thumbs-up and banking away with a parting blast of down draught from its rotor blades – fun for us but it wouldn't have been so amusing if we'd been on a sailboat! We never did find out what they were doing but *Dromquinna* is an unusual boat and we were doing around 25 knots in lumpy seas so either they thought we were up to no good or they were just enjoying the sight of us powering through the waves.

RIGHT: Visiting boats are spoilt for choice when deciding where to berth in Brittany

From there we spent 30 days exploring the French Atlantic coast as far south as Piriac sur Mer. We had planned to go further south but we were having such a nice time where we were, there didn't seem any point. We spent up to five nights in some places and never once did we get tired of living on the boat or exploring the area. On the contrary, we didn't want to turn for home and could happily have stayed for months. There are so many beautiful anchorages and marinas in Brittany, it really is a boater's delight. I won't go into detail as there are already plenty of books and articles on the area and that is not the aim of this piece. The point of sharing my story is simply to encourage you to be brave, plan carefully and make the leap.

HOMEWARD BOUND

Coming home is never as easy as going away. You still have to pick your moment for departing but the window for returning is usually less flexible due to existing work or home commitments. That is the conundrum of boating like this. How much longer can you stay or should you go now because the weather may not be as favourable in a week's time? That is always in the back of your mind but the good thing about France is its ▶

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HEMPEL
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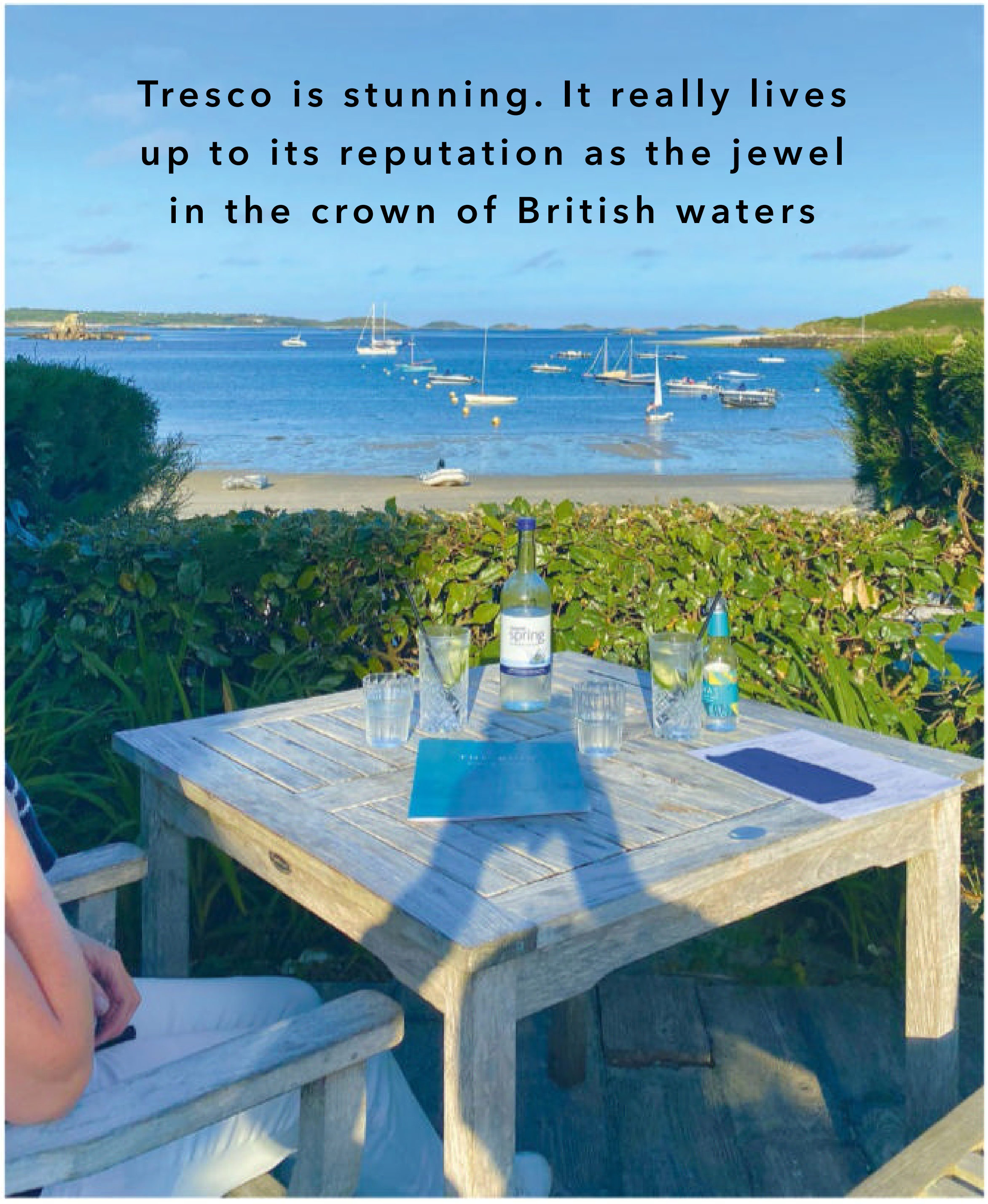
BELOW RIGHT: A homely saloon and galley made life aboard their Redbay a genuine pleasure

RIGHT: The water wings are off and *Dromquinna's* ready to head beyond the horizon once more

connectivity to the UK and Ireland. If all hell breaks loose on the weather front you can easily tie up in one of the many superb marinas, take a ferry or plane home and come back in a few weeks to collect your boat.

After returning to Morgat, we faced that exact conundrum. Having waited three days for the perfect weather window to arrive, we decided to make a dash for it knowing the last part of the crossing to St Mary's would be bumpy but manageable. That was exactly how it proved to be. The last 90 minutes were not fun but we managed it thanks to a good boat, reliable engines and the confidence that comes from having some proper sea miles under our belts. After refuelling, we wanted to explore the island of Tresco but the waters between it and St Mary's are notoriously tricky. As Irish luck would have it, another Redbay, which operates a taxi service between the islands, was crossing at the exact same time, so I raised him on the VHF and asked if I could follow him in. Brothers in arms and all that. We were there in 10 minutes and the lee between the islands was like a millpond.

Tresco is stunning. It really lives up to its reputation as the jewel in the crown of British waters. I've met people from Cork who go there for lunch by RIB and now I know why. It has spotless white beaches, turquoise waters, four wonderful restaurants, a fabulous pub, a grocery shop that would give Harrods Food Hall a serious run for its money, and bikes for exploring this carless island. Winding grass paths, roads from another century, world-class gardens, shops and villages straight off a Disney movie. Bliss, bliss, bliss.



Tresco is stunning. It really lives up to its reputation as the jewel in the crown of British waters

We pulled ourselves away at 8am after two heavenly days. Rather than going back to Cork as had been planned, the weather was so good we adjusted mid-way across and headed straight for home, Dromquinna in Kenmare Bay. Eight hours later we tied up on our own dock.

We had done it. We had crossed the horizon, cruised new waters, made new friends and did it all on our own boat without any major issues. It was as seamless as we could possibly have hoped for and so much easier than we had feared.

STOP DREAMING

Looking back on 40 years of boating staying in sight of land, I keep asking myself why I didn't take the leap earlier. The first trip is always the hardest but once you've cleared that hurdle, your mind opens and the world becomes smaller. Where to next?

It turns out that the horizon is not the devil it's sometimes perceived to be. It is to be respected, certainly, but with good planning you and your boat can push beyond it and achieve experiences with lasting memories that today you only dream of or read about in magazines like this one. So stop dreaming, start planning and this time next year you'll be the one writing about your own adventures rather than reading about other people's.

BOAT SPECIFICATION

MAKE	Redbay 1450
FUEL CAPACITY	2,300 litres
RANGE	380nm
CRUISE SPEED	22-26 knots
TOP SPEED	36 knots

SAFETY KIT Garmin plotters x 3 Garmin VHF fixed with AIS x 2, Garmin handheld VHF with AIS x 2, Garmin radar, satellite phone (not essential), 8-person liferaft, flares (parachute and smoke), lifejackets, inshore and offshore, x 8 Survival Suits x 4

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FLIPPER 900 DC

Looking for a classical family weekender with an extra dash of panache? The new Flipper flagship could be just what you need

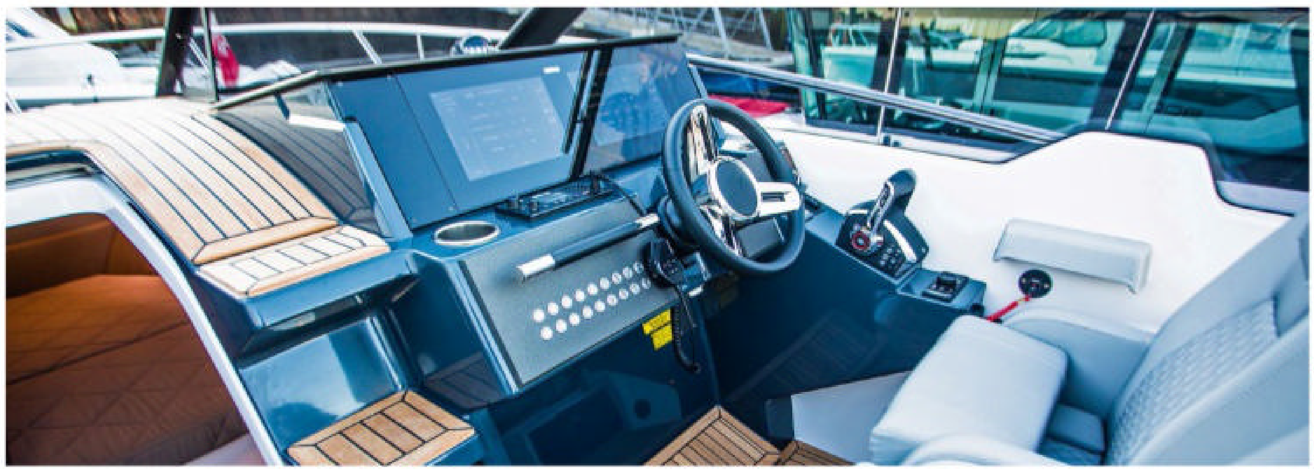
WORDS Alex Smith **PHOTOS** Richard Langdon

900 DC
FLIPPER

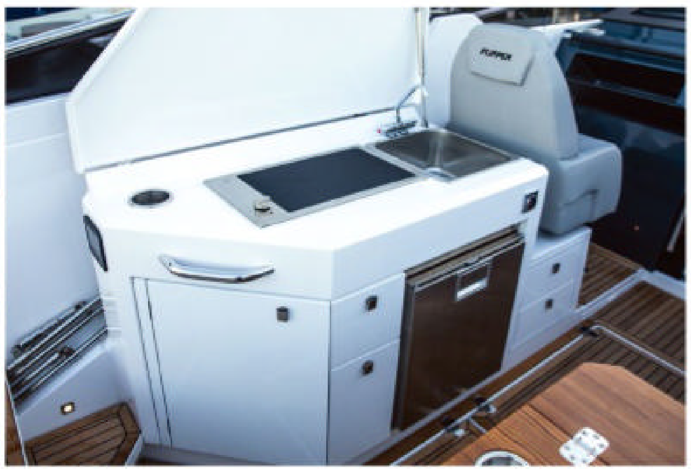
It's fair to say that the Nordic weekender is in a state of flux. While brands like Axopar have deviated wildly from the inherited script with their radically tapered bows, stepped hulls and disruptively intelligent deck layouts, the 'classical' high-performance family cuddy (often abbreviated to DC for Day Cruiser) has been plugging away at the heart of Scandinavian leisure boating for decades. Even in its most classical form, it has continued to attract droves of fans for its exhaustively finessed combination of step-through bow, forward cuddy, deep-set cockpit, quick-rig canopy and outboard propulsion – and that popularity looks set to remain for some time to come.

After all, in spite of its compact proportions and the relative conservatism of its approach, a properly sorted Nordic weekender is able to marry generous day spaces with serviceable overnighting facilities and engaging performance. We've seen it at various sizes and price brackets over the years from the likes of Yamarin, Bella, Finnmaster and Windy. And as the new Flipper flagship illustrates, if you're able to lace that proven formula with some edgy design flourishes for extra freshness and sex appeal, the classical DC package can be very tough not to like... ▶

BELOW LEFT: There are three excellent forward-facing offshore seats at the helm



BELOW RIGHT: A neatly angled wet bar minimises obstruction of the companionway



STYLE AND SUBSTANCE

The Flipper 900 DC is a seriously good looking boat. Cast your eye across its profile and you see integrated fibreglass screen struts that seem to extend seamlessly from the foredeck. You see tinted glass projections at the leading edge of the side windows that echo the aggressive 'lightning-strike' lines of the lower panels. You see faceted cutaways for the nav lights, raised bases for the aft guardrail stanchions and an angular cockpit layout with clean-cut cushions and a swept wet bar design. It's a truly cool looking boat and there are plenty of hard working design features to help raise a smile on the inside too.

An asymmetrical layout generates the space for a huge starboard dinette. It uses an aft bench that folds flat above the stern platform and a table that drops into the gap at the touch of a button. Rigged with the infills, that enables you to enjoy an unbroken starboard sunpad that runs all the way from the leading edge of the outboard cowlings to the trailing edge of the helm seats. You can use it as a huge double guest bed for warm-weather camping or you can lift the backrest up, fit the aft screen around the bottom edge of the canopy and cocoon yourself inside the cockpit for a more sheltered and private double berth.

Opposite that, the port galley is much more practical than its compact proportions suggest. Beneath the light-equipped lid, there's a good size of electric grill, with plenty of power thanks to some high-capacity Mastervolt gel batteries and a 3kW inverter. There's also a decent sink, plus lots of deep storage drawers, a generous fridge-freezer and a data display to keep you abreast of your battery health. Add in the optional drawer fridge beneath the co-pilot seat, plus all kinds of storage in beautifully lined trays beneath the deck and in quick-access one-handed hatches beneath the seat cushions, and the 900 DC boasts one of the most practical cockpits in the entire sector.

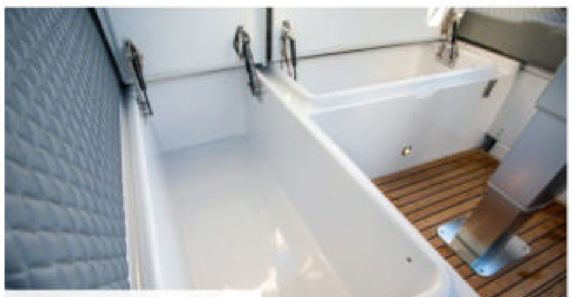
The canopy is also (relatively) user-friendly. It sits ready and waiting on hinged struts beneath the aft bench. It does obstruct your access to the battery compartment and it also requires a couple of people to operate it in a slick and efficient manner. But with the diesel heating option installed, as well as the air conditioning, it adds some useful extra flexibility without any obvious downsides. In fact, the only issue I have with the cockpit involves getting into it. The big aft bench does plenty for the scale of the starboard dinette and the raised bulwarks and elevated side screens do good things for the security of that deep, sheltered cockpit. But they also mean that your only point of access is via the port swim platform, so it would be good to see the shore power socket switched to the starboard side instead.

SLEEPING FOR 3.5

Given the scale of the cockpit and the sporting profile of the foredeck, the calibre of the accommodation comes as a pleasant surprise. It features a forward double cabin, a port wetroom and a compact starboard double running fore and aft beneath the cockpit sole. As you would expect on a boat of such compact dimensions, the main cabin is cordoned off from the central atrium by means of a privacy curtain rather than a permanent bulkhead. And if that all sounds like pretty standard fare for a sporting 9m cuddy, the quality of the fit-out and the practicality of the storage is again very striking.

There's a deep, beautifully lined space beneath the hinged owner's bed, plus easy access to a bow thruster compartment that feels more like a proper engineering space than a simple window on the stringers. I also admire the effort that's gone into the pixelated skylight chevrons overhead, which filter and fragment the light as it enters the forward berth. They tie in beautifully with the boat's stylistic ambition but for my money, you want as much natural light as you can get in a compact cuddy so I would do away with them and opt for clear glass instead.

The central atrium adds to the cruising practicality with a floor-to-ceiling cupboard and a low-level seat and changing



Storage throughout is cleanly lined and easily accessed

BELOW: Though it's a two-man job, the integrated canvas stows quickly inside the aft bench

The calibre of the accommodation comes as a pleasant surprise

There's sitting space only in the port wetroom

ABOVE: The cabin is much more voluminous than the sleek foredeck would have you believe

area at the head of the guest berth. You have to stoop a touch as a six-footer and the heads compartment provides seating room only but the scale of the guest berth is very decent. It's easily long enough for tall adults and while the breadth suggests it's as close to a large single as an authentic double, it would serve perfectly well for your kids or for a cosy couple. And if you do choose to use it for a cruise, this boat employs some well chosen upgrades to make the experience just that little bit more luxurious…

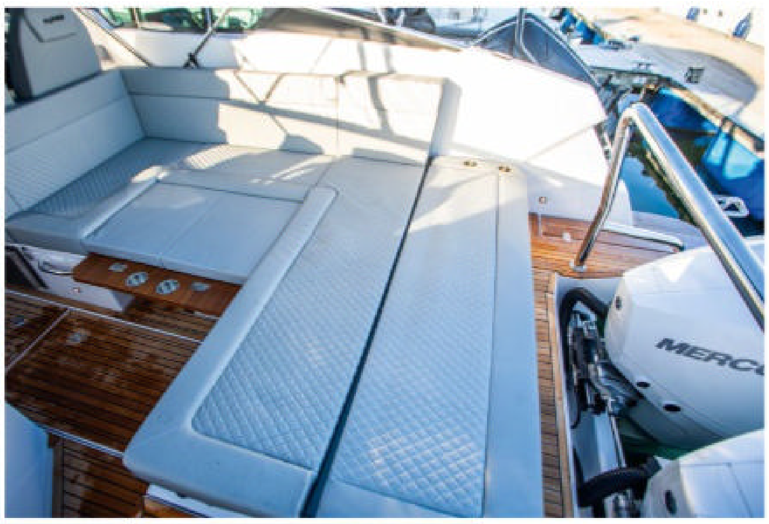
In addition to some attractive cosmetic elements (such as the natural teak deck and underwater lights), you get Zipwake control, a bow thruster and a plotter remote to make passages more relaxed. You get air conditioning, diesel heating and an upgraded sound system to help finesse your environment when you get to your destination. And you get multiple fridges and a proper outdoor grill, plus an electrics set-up capable of running it all when you're away from shore power. In short, while the cockpit day spaces are extremely commendable, there's no doubt that Flipper's new day cruiser takes the cruising part of its job very seriously indeed.

FAMILY FUN

When you nestle into the helm seat and get under way, it's clear that this is a very friendly driving boat for the family user. There's generous heel in the turn, allied to a very stable, finger-light carve that never threatens to upset the apple cart with moments of overblown grip or spontaneous aeration. Although you ▶

LEFT: Light floods the lower deck from every angle **MIDDLE:** The full-height cupboard provides a natural division between the berths **RIGHT:** The guest 'double' is well appointed but a touch tight for two

From a standstill, it flies past 30 knots in eight seconds before topping out at about 45 knots



ABOVE: The dinette can quickly be converted into a sunbed

can spec this boat with twin 300s for 50-knot performance, the 225s also look well matched. From a standstill, it flies past 30 knots in eight seconds before topping out at around 45 knots. If you ease it back to a more sustainable 25-knot cruise, efficiency looks decent too – a fuel flow of 50 lph (or 2 lnm) giving you a very handy range of around 180 nautical miles.

The ride also feels distinctly refined. The three forward-facing offshore seats at the raised helm are beautifully supportive, the wheel and throttle are well placed and the braces for your feet and throttle arm are nigh-on perfect. It's also relatively quiet, tucked down here in the lee of the big screen. We're seeing 80db(A) at 20 knots, rising to 82db(A) at 32 knots – and with the wind whistling way overhead, what noise we do get is almost entirely down to the engines rather than wind or water.

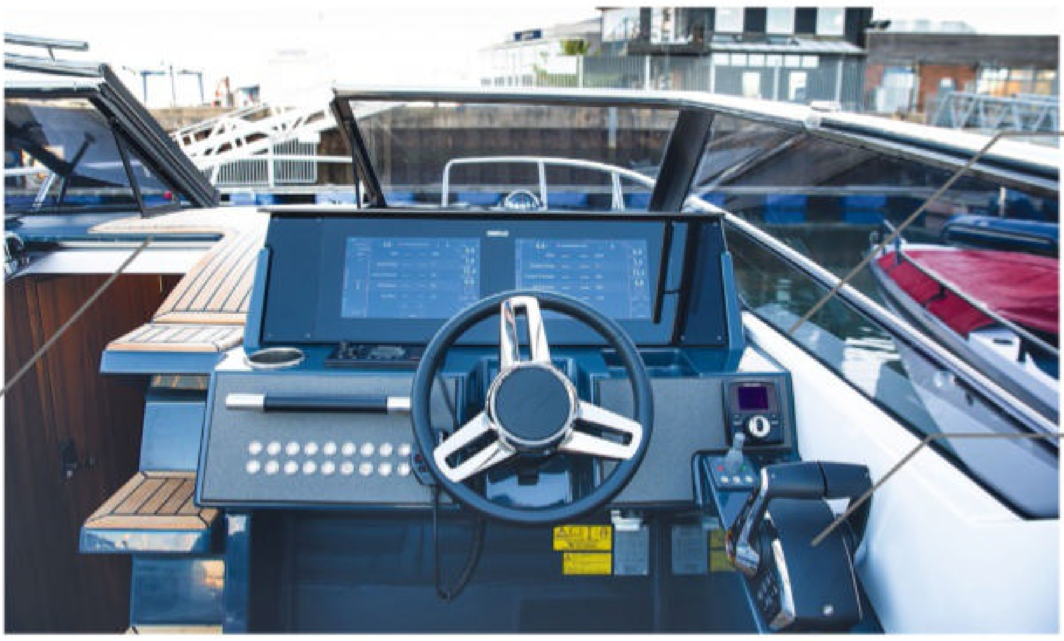
Behind you, in that low-slung cockpit, it's good to know that your guests are equally secure – and yet, in spite of all that protection, the long deep side screens still give you great views of the sea, as well as the horizon. In terms of outright performance, there's no doubt that this boat feels lighter, flatter and firmer than a serious soft-riding thoroughbred from the likes of Windy. But it is nonetheless a very well sorted driving machine, providing novice boaters with all the confidence they need to explore even quite far-flung cruising destinations.

VERDICT

As you would expect of a company with Flipper's boatbuilding heritage, the 900 DC is a very accomplished weekender. It comes with a deep, safe cockpit, great looks, outstanding storage and a very tempting price. In fact, with a 'price from' figure of just £180,000 and a test price of £205,000, it undercuts its most direct rival (the Finnmaster T9) by around 20%.

Of course, if you're happy to trade some of the DC's stylistic sparkle for the extra versatility of separate cabins and a hardtop, there's no doubt that Flipper's less conventional 900 ST model is also worth an exploratory detour. But if you're looking for a proper 'built in Finland' day cruiser that blends Scandinavia's classical cuddy strengths with the feel-good vibes of modern styling and a quietly premium feel, the 900 DC represents very sound value for money.

CONTACT: www.flipperboats.fi



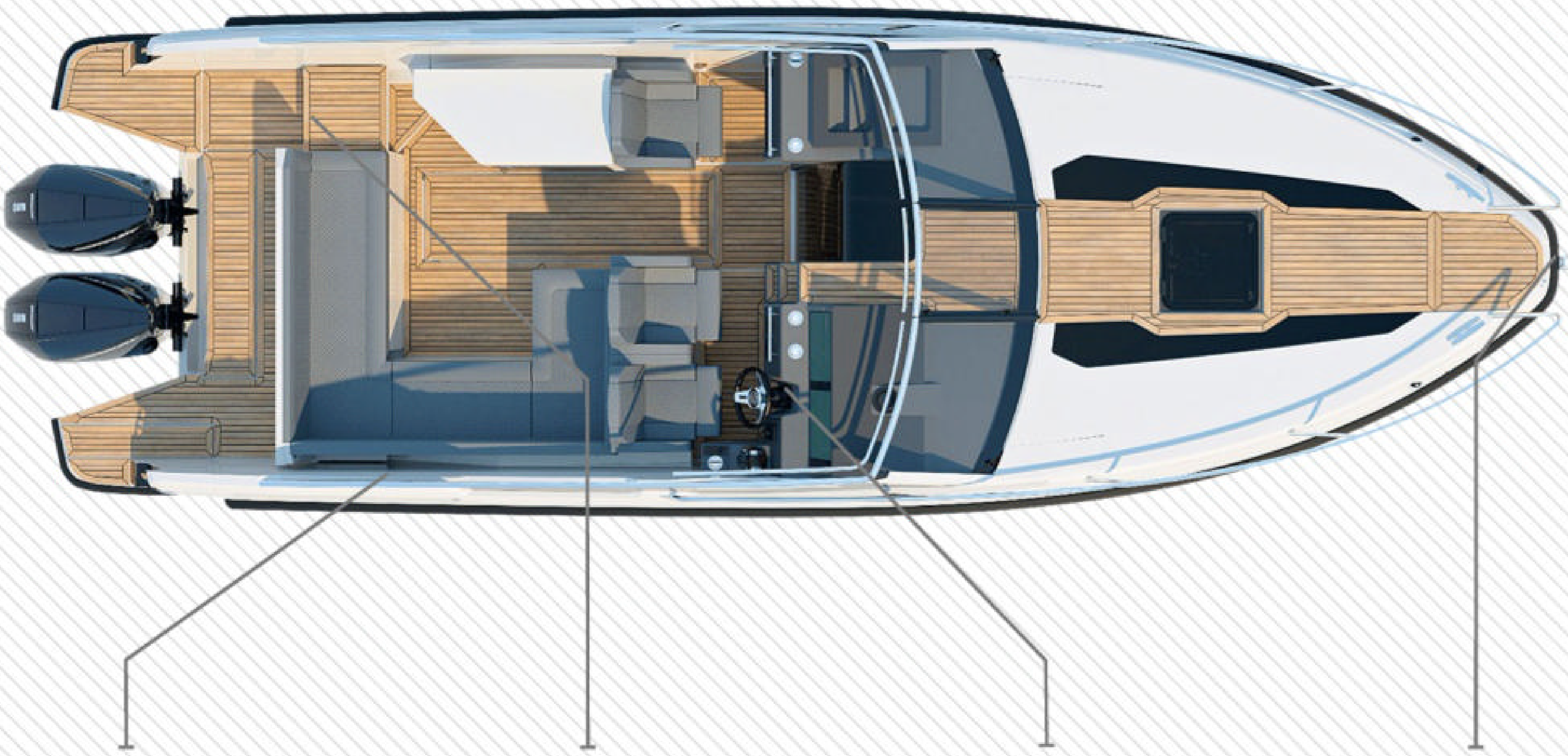
SEA VIEWS
Plunging side windows open up great low-level views

CENTRAL STEPS
A step-through screen frees up the entire beam for the cockpit

TOP COMFORT
The sheltered helm position is pretty much flawless

SPECIFICATIONS

LOA 33ft 9in (9.05m) **BEAM** 11ft 0in (3.10m) **DRAFT** 2ft 4in (0.70m) **DISPLACEMENT** 3,100kg **FUEL CAPACITY** 445 litres
ENGINES Single 350-400/twin 225-300hp outboards **RCD** C



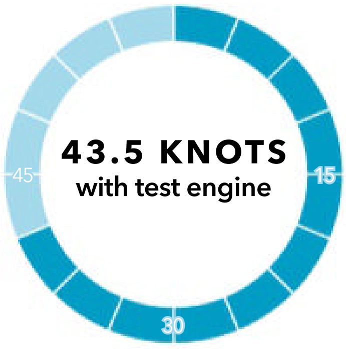
`LONG SCREEN
Few day cruiser cockpits are better protected than this

PORT ACCESS
The staggered layout maximises space for the starboard dinette

GREAT HELM
Expect fine protection, full adjust-ability and great ergonomics

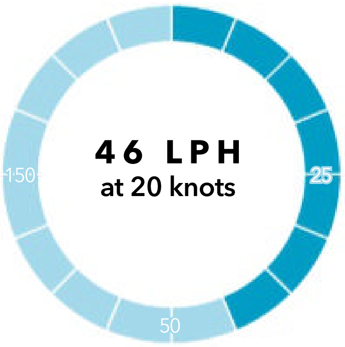
SPOT LIGHTS
A set of LEDs at the forepeak help with nudging ashore

TOP SPEED



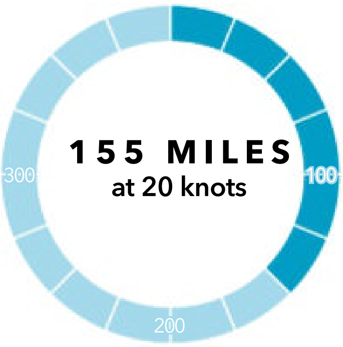
43.5 KNOTS
with test engine

CONSUMPTION



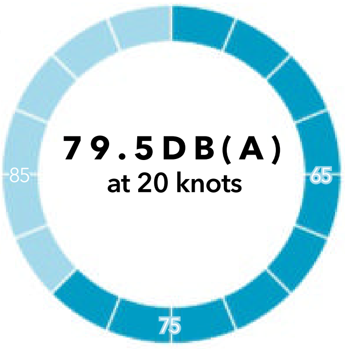
46 LPH
at 20 knots

RANGE



155 MILES
at 20 knots

NOISE



79.5DB(A)
at 20 knots

PRICE

£205,000
as tested inc VAT

COSTS & OPTIONS

Price from £180,000 VAT

Underwater lights

Air conditioning

Diesel heating

Uprated sound system

Zipwake control

Bow thruster

Plotter remote

Second cockpit fridge

Mastervolt package with 3kW inverter

PERFORMANCE

Test engines Twin Mercury 225hp 3.4-litre V6 outboards

				ECO			FAST		MAX
RPM	2,000	2,500	3,000	3,500	4,000	4,500	5,000	5,500	6,000
Knots	9.0	10.3	16.4	23.2	27.3	31.6	36.2	40.7	43.5
Litres per hour	20.0	26.6	38.6	48.4	59.2	74.0	89.0	130	150
Litres per mile	2.22	2.58	2.35	2.09	2.17	2.34	2.46	3.19	3.45
Range (Nm)	160	138	151	171	164	152	145	111	103

Calculated figures based on real-time readings, yours may vary considerably. Figures allow for 20% reserve. All prices inc VAT. 25% fuel, 25% water, 2 crew + safety stores. 4 degrees air temperature, F1 and 1-2ft seas for sea trial.

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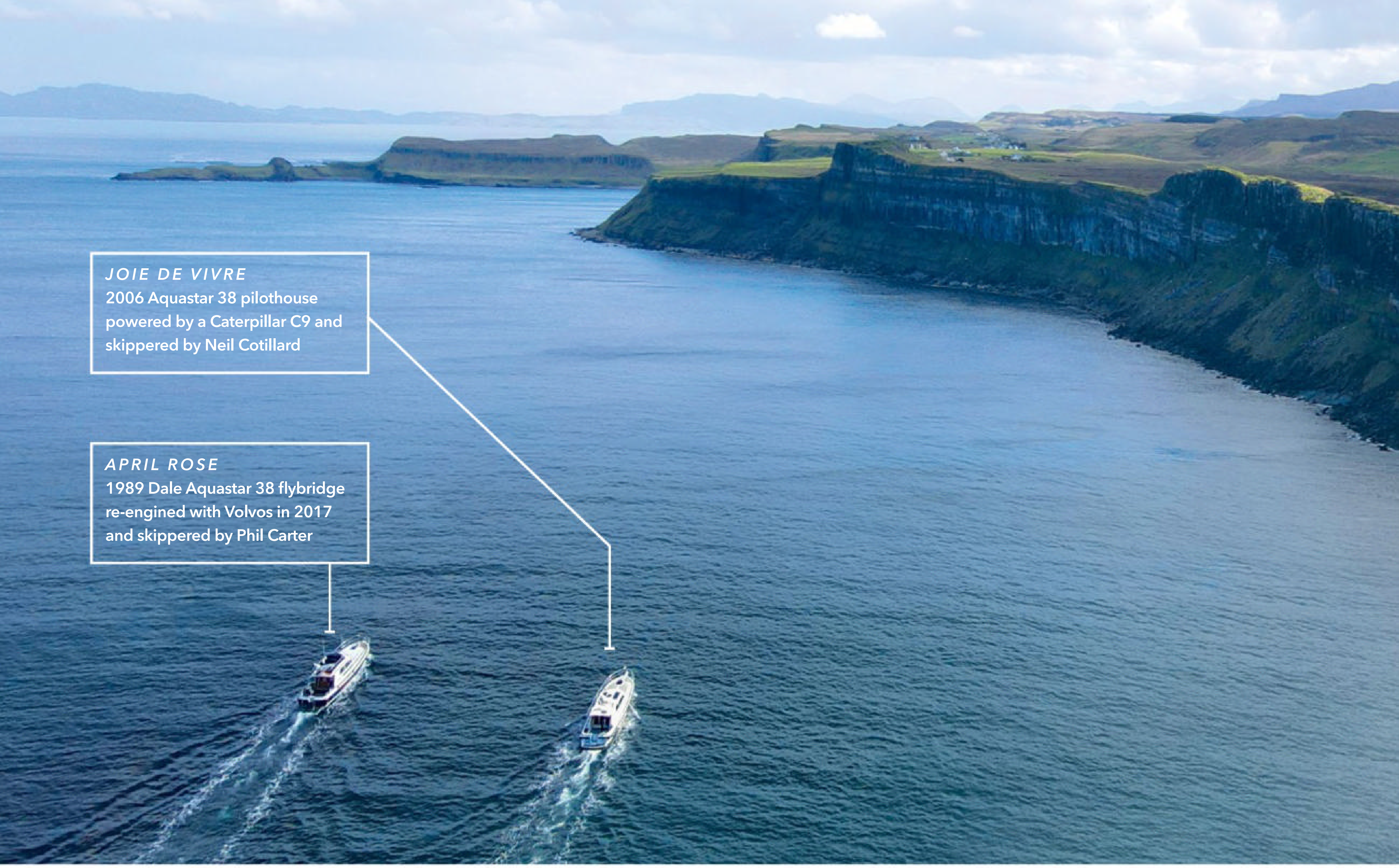


JOIE DE VIVRE
2006 Aquastar 38 pilothouse powered by a Caterpillar C9 and skippered by Neil Cotillard

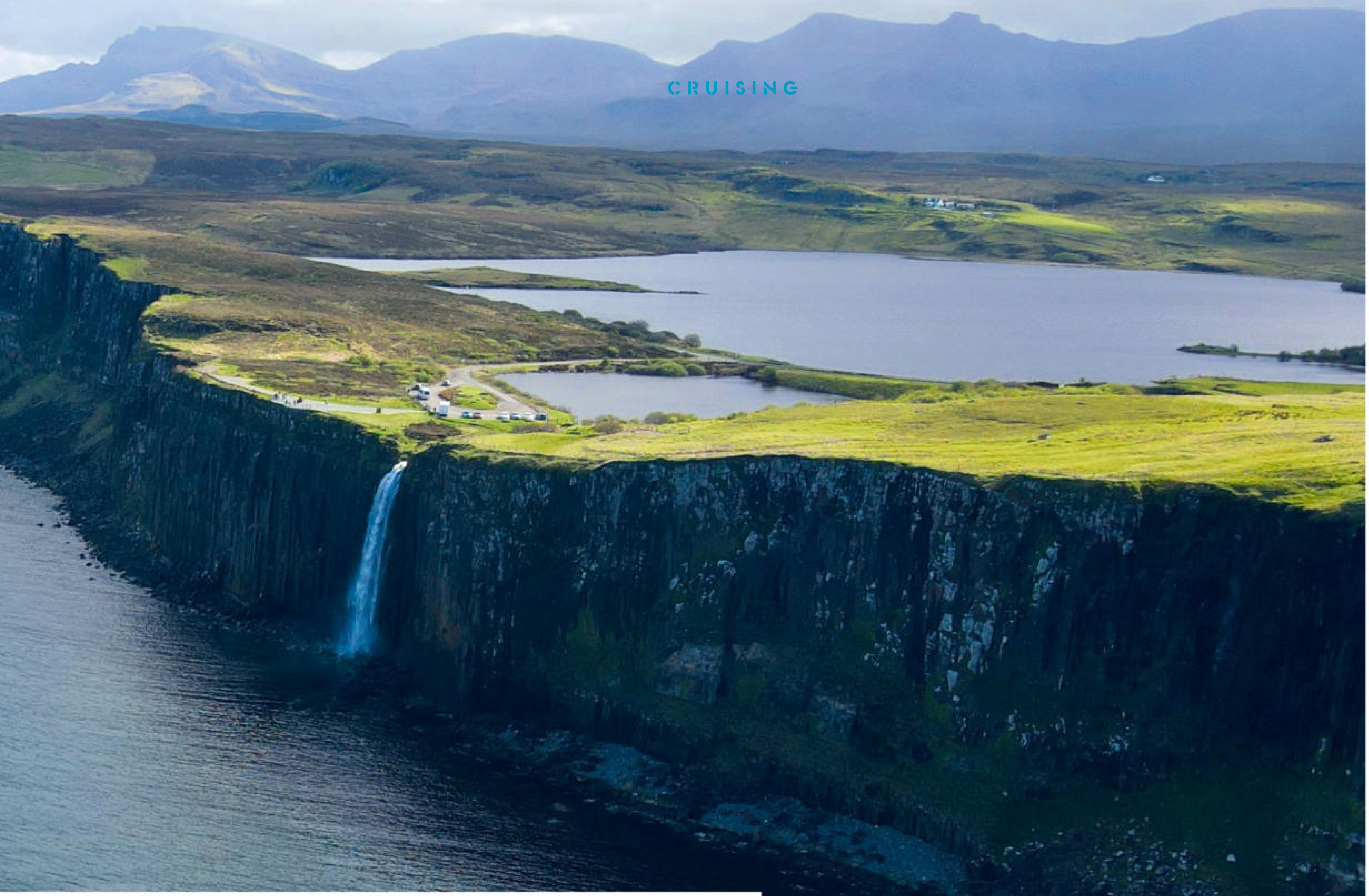
APRIL ROSE
1989 Dale Aquastar 38 flybridge re-engined with Volvos in 2017 and skippered by Phil Carter

WORDS Phil Carter **PHOTOS** Phil Carter and Neil Cotillard

OVER THE TOP

After rounding the remote north coast of Scotland, the Aquastars head south to close the loop... but time is running out

ROUND BRITAIN IN 26 DAYS
PART III



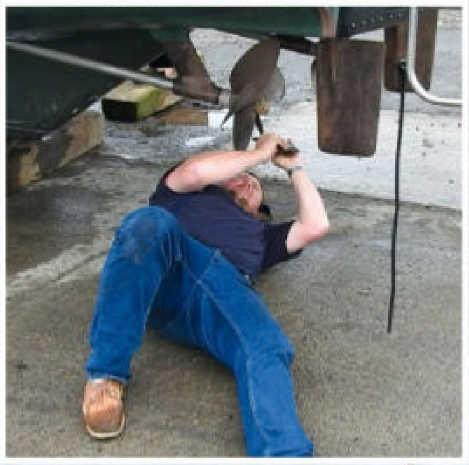
Until an hour ago our charity fundraising attempt to circumnavigate Britain in 26 days was going swimmingly. We'd made it from Brighton to Wick, a few miles south of John o' Groats, in just 11 days but coming out of Wick harbour this morning, my Aquastar 38 *April Rose* came to a shuddering halt on a submerged rock. We managed to get back to the marina alright but heavy vibration from the bent propeller means we aren't going anywhere until it's fixed – not an easy task in somewhere as remote as this.

The harbourmaster arranges for a mobile crane to come and lift *April Rose* and within a couple of hours she is perched on the harbour wall. The port propeller and P-bracket are badly bent. There are some minor scuffs on the hull and a two-metre section of the wooden sacrificial keel is missing but the main GRP structure itself is still sound.

The nearest propeller repair shop is in Buckie some four hours drive away. They can repair it in a day provided we can get it to them by 0800 tomorrow. A local farmer with a van agrees to pick it up this evening and bring it back once it's fixed for £500 cash. In the meantime a local marine engineer manages to bend the damaged P-bracket back into alignment using a hydraulic jack, a heat gun and a "kiss" from a lump hammer! Unable to remove the propeller from the shaft without a special puller, I resort to undoing the shaft at the gearbox end and taking the whole lot out as one just in time for the farmer to collect it.

By 1900 the following day the propeller and shaft are back alongside the boat looking as good as new. The shaft slides neatly through the P-bracket, stern gland and, with the aid of a firm whack, into the coupling. Thirty minutes later the shaft is connected, the rudder refitted and we are on our way to the pub for a well earned beer.

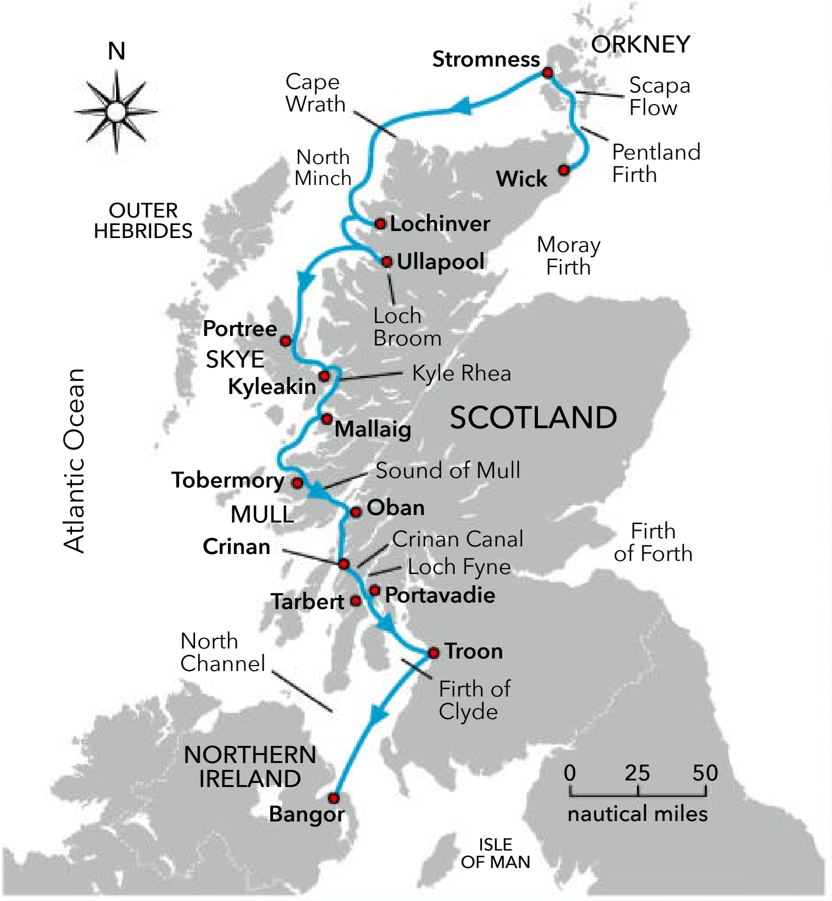
The following morning I wake up with a major hangover, look at my watch and jump out of bed. I'm already half an hour late for the relaunch. By the time I arrive, the crane is in position and minutes later *April Rose* is gently lowered back into the harbour. After checking for leaks, I start the engines and venture out into the bay, vibration-free. Result! We thank everyone profusely and head out to sea once again.



ABOVE: Skirting the awe-inspiring coastline of the Isle of Skye

LEET: Fitting the repaired propeller

BELOW: *April Rose* is lifted out of the water after hitting a rock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Pentland Firth
Wick
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OUTER HEBRIDES
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Loch Broom
Portree
SKYE
Kyleakin
Kyle Rhea
SCOTLAND
Mallaig
Atlantic Ocean
Tobermory
Sound of Mull
MULL
Oban
Crinan
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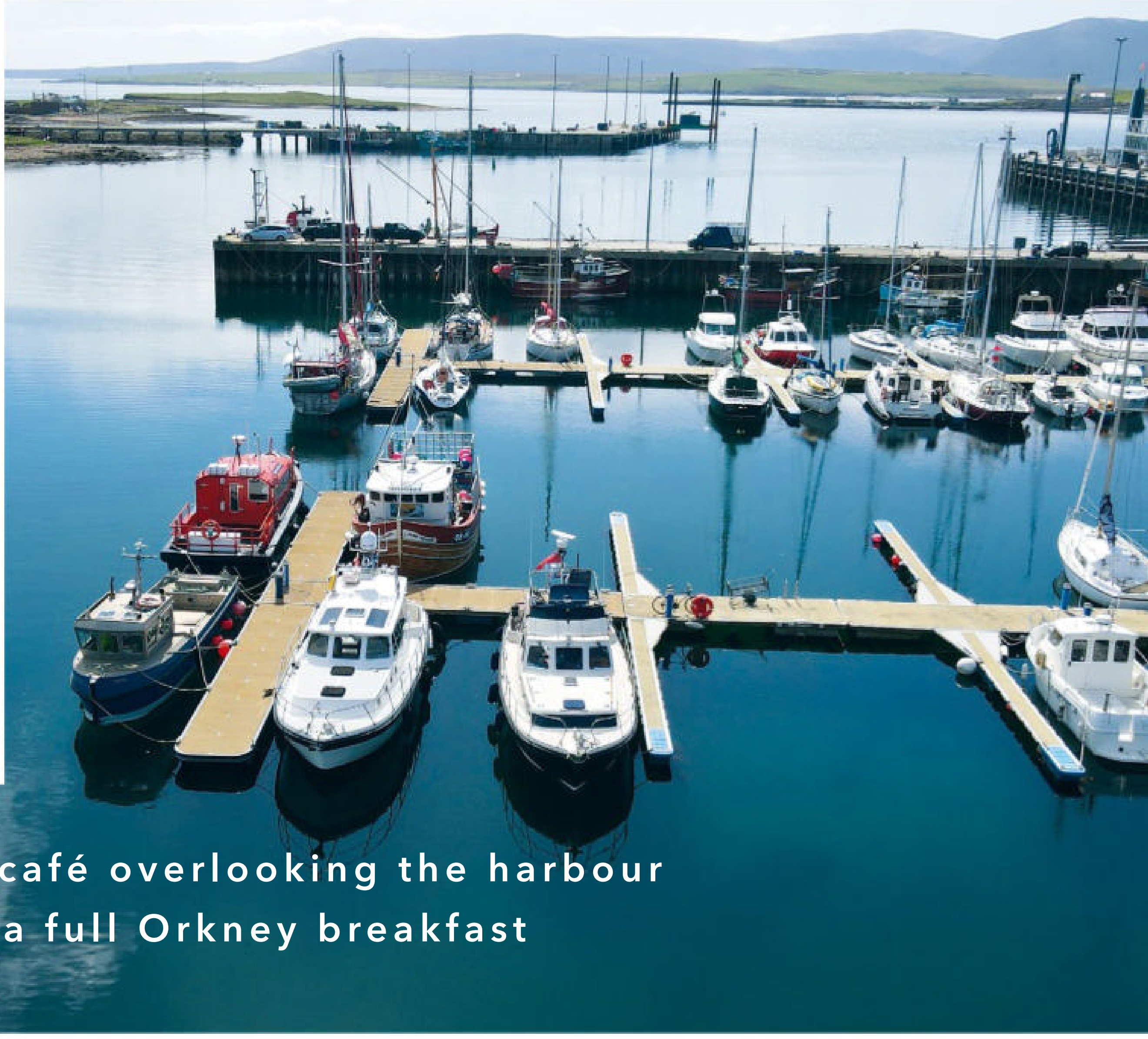


We find a small café overlooking the harbour and order a full Orkney breakfast

RIGHT: *Joie de VIvre* and *April Rose* safely berthed in Stromness Marina, Orkney, for a fleeting Scottish breakfast (below)

LEFT: Cruising past The Old Man of Hoy
BELOW: Rounding the corner at Duncansby Head (John o' Groats)

DAY 13, 7 MAY - 134NM

WICK TO STROMNESS & LOCHINVER

With the sun shining and a light breeze we are soon passing Duncansbury Head (aka John o' Groats). Only the large swell hints at how far north we are and it never truly subsides until we get into the lee of the Orkneys. Twisting and turning our way through the channels leading into Scapa Flow we finally arrive at Stromness marina and secure the two boats. We find a small café overlooking the harbour and order a full Orkney breakfast, where Rob presents me with a bottle of local gin called Rock Rose, much to everyone's amusement.

As the wind is forecast to increase later, we make our way back to the boats and are soon motoring west through Hoy Sound. Once out of the sound we are met by a big but mercifully gentle rolling swell. We travel past the vertiginous sea stack known as the Old Man of Hoy and push on west towards Cape Wrath, sometimes losing sight of each other between the waves, which we estimate at 5-8m high.

The north coast of Scotland is immense with amazing rock formations and towering mountain backdrops all the way to Cape Wrath. We give the Cape a wide berth, going round Duslic Rock rather than the more perilous inside passage, and head south into the North Minch. The light starts to fade as we run along a coastline devoid of human life despite the perfect white beaches, past the Old Man of Stoer and into Lochinver Harbour.

JOURNEY TIME: 9.5hrs
AVERAGE SPEED: 14 knots
FUEL BURN: 600 litres per boat

DAY 14, 8 MAY – 32NM
LOCHINVER TO ULLAPOOL

We wake early to a windless morning with stunning views over the Scottish countryside. Today's destination is Ullapool and we are soon under way on a perfectly calm sea. Keeping north of A'Chleit Island, we round Rubha Coigeach then turn south-east to run inshore of the Summer Isles. The scenery is breathtaking. Rather than stopping at Ullapool, Neil persuades us to carry on four miles further up Loch Broom and drop anchor in the lee of a large hill.

It's a magical spot and we raft up the two boats so we can lunch together on *April Rose*. After a while I notice that we are slowly drifting back down the Loch. Neil says he has let out his usual 15m of chain oblivious to the fact that we are in 30m of water! Thankfully there is nothing to hit so we continue our controlled drift for an entertaining few hours before heading back into Ullapool for the night.

JOURNEY TIME: 3hrs
AVERAGE SPEED: 8 knots
FUEL BURN: 125 litres per boat

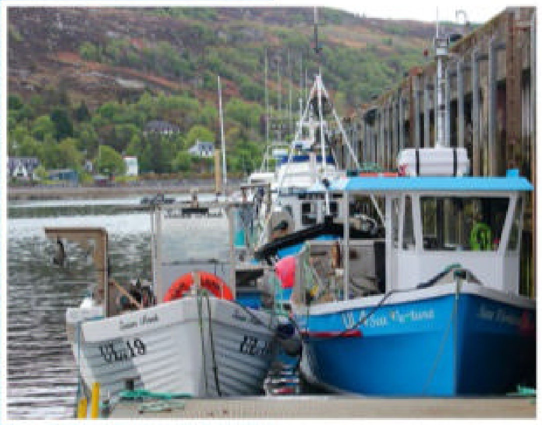
DAY 15 & 16, 9-10 MAY – 33NM
ULLAPOOL TO ULLAPOOL

We wake to rain and wind howling ominously round the pierhead. After a big breakfast with lots of coffee, we don our waterproof clothing and decide to give it a go. The seas are surprisingly flat as we head out of the harbour and pass to the south of the Summer Isles. We pass Cailleach Head with Neil running point in *Joie de Vivre* and *April Rose* about half a mile behind. I spot Neil slowing down and soon discover why. The wind and sea hit us square on the port side. The helm window is taking such a battering that water starts leaking through. I try to stem the leak with gaffer tape but the first big wave washes it away. There's nothing for it but to head back to Ullapool and wait for the wind to drop.

JOURNEY TIME: 2hrs
AVERAGE SPEED: 15 knots
FUEL BURN: 130 litres per boat

BELOW: Drifting together up Loch Broom's 30m deep waters
BOTTOM: Enjoying the wealth of local seafood in *April Rose's* cockpit

BELOW: Rafted up on Ullapool's solitary pontoon



DAY 17, 11 MAY – 80NM
ULLAPOOL TO KYLEAKIN

We've booked a Highland Fuels tanker to fill up both boats and once brimmed, we wait until the tide has turned before setting off into the westerly Force 4. The sea isn't as bad as it was two days earlier but we give Gruinard Bay headland a wide berth before pressing on towards Skye in gradually improving conditions.

As we get closer, Skye's towering cliffs provide enough shelter for Rob to add to his wild swimming CV by taking a dip under the cascading waters of the Mealt Waterfall. With Rob safely back on board and looking several shades bluer, we carry on southward through the Sound of Rasay and poke our noses into Portree harbour to see if there is anywhere to moor. It's a beautiful little harbour surrounded by colourful houses and fish farms but we can't see anywhere suitable for us to berth so we head back out and continue south. Soon we are passing under Skye Bridge and with the tide running hard against us, we enter Kyleakin's small harbour and raft up to the boats already occupying its solitary pontoon. A check of *Joie de Vivre*'s fuel separator once again reveals about a pint of water with some ominous gunk at the bottom. The problem is getting worse but with *April Rose* having no such issues despite fuelling at all the same places, we can't figure out where it's coming from.

JOURNEY TIME: 6.5 hrs
AVERAGE SPEED: 6 knots
FUEL BURN: 350 litres per boat ▶

RIGHT: Following the chartplotter's course on the exit to Loch Broom

DAYS 18 & 19, 12-13 MAY- 20NM

KYLEAKIN TO MALLAIG

It wasn't a comfortable night so we all wake early. It is blowing a good F4 from the south so we batten down the hatches and motor out into Lock Alsh in the shelter of the Cuillin mountains. As we turn into Kyle Rhea, the wind is funnelling down the narrow entrance against the tide, making for a very uncomfortable ride. We buckle in for the hour-long run down to Mallaig, spurred on by the promise of brunch ashore. Sure enough we are soon snugly berthed in Mallaig marina washing down the boats and looking for somewhere to eat. The Tea Garden serves us a splendid late breakfast which helps takes the edge off a forecast that looks certain to trap us in port for at least another day. Rob has to leave us here due to work commitments so we head into town later for a farewell beer in the Steam Inn. Despite the flowing beers, Phil insists there's a weather window at 0400 the next morning which will allow us to move to Oban, our next planned stop. Somewhat reluctantly we agree to have a look at 0330.

I awake to hear the wind rattling the rigging of the yachts around us and immediately crawl back under my nice warm duvet. Neil comes to the same conclusion but only after going out on deck in his underpants to check!

It is still raining hard when we wake again a few hours later (they call it Scottish sunshine up here) so we kill the day playing cards and sharing yarns in the local fisherman's pub.

JOURNEY TIME: 2 hrs

AVERAGE SPEED: 12 knots

FUEL BURN: 85 litres per boat

BELOW: Castle ruins provide the perfect backdrop to Kyleakin Harbour

DAY 20, 14 MAY – 82NM

MALLAIG TO CRINAN

The wind has dropped sufficiently for us to leave. Our plan is to head to Oban with a stop in Tobermory to have some breakfast. For the first stretch to Ardnamurchan Point we have the wind on our nose but the tide is with us and bypassing the shallows makes it bearable. After passing the small isles of Rum, Eigg and Muck, we turn to port into Tobermory.

It's a beautiful little town with coloured houses and a long hammerhead pontoon for us to tie up. There is no diesel available for the boats but we fuel up with a proper Scottish fry-up, sitting in the sunshine watching charter yachts practising their docking manoeuvres before continuing our journey south.

The Sound of Mull is spectacular with amazing properties and ruined castles lining the route between the mainland and the Isle of Mull. It is getting quite busy as we head past Lady's Rock into the Firth of Lorn. For the first time in more than a week we start to see other leisure boats out and about. Oban Marina is ▶

BOTTOM: Passing under the Skye Bridge

BELOW: *Joie de Vivre* and *April Rose* rafted up on the hammerhead pontoon of Tobermory marina enjoying the spring sunshine and a hearty Scottish fry-up before heading off in search of diesel

ABOVE: The Mealt Waterfall on Skye where Rob braved a dip in the chilly waters
BELOW: The colourful houses of Portree, Skye

We buckle in for the hour-long run down to Mallaig, spurred on by the promise of brunch ashore

LEFT: Neil goes hunting for the pot of gold at the base of yet another spectacular rainbow
ABOVE: *Joie de Vivre* charges south towards the Crinan Canal under brooding Scottish skies

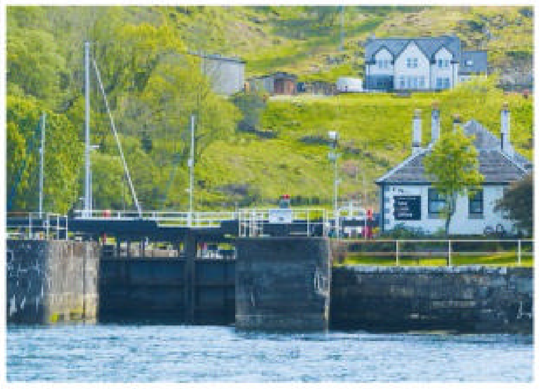
LEFT: Perched on Crinan Boatyard's plastic pontoon

actually on the Island of Kerrera opposite the town of Oban and once safely berthed there we are told the bad news that no fuel is available here and we would have to try the commercial fuel station in Oban itself. As the sun is out, we decide to move on to Crinan where the boatyard assures us there is fuel.

Passing between the islands of Fladda and Dubh Sgeir we encounter numerous whirlpools whipped up by the 4-knot tide running over the peaks and valleys of the seabed clearly visible on our sounder. We pass the infamous Gulf of Corryvreckan between the islands of Scarba and Jura where numerous trip RIBS are zooming around giving tourists a spin to remember.

Pulling into Crinan Boatyard we tie up alongside the plastic floats used for launching dinghies and reel the fuel hose all the way out to meet us. Neil tops up his tanks but after putting 200 litres in my port tank the pump starts to gurgle and fearful of taking on any gunk from the bottom of their tank call it quits with my boat listing slightly to port. We pay for the fuel then motor around the headland to the first of the Crinan Canal's 15 locks that will allow us to bypass the long run around the Kintyre Peninsula and enjoy another of Scotland's most scenic boating routes.

JOURNEY TIME: 7.5hrs
AVERAGE SPEED: 7 knots
FUEL BURN: 325 litres per boat



ABOVE: The first of the Crinan Canal's 15 locks

DAY 21, 15 MAY– 18NM
CRINAN CANAL TO PORTAVADIE

The lock-keeper is waiting for us at 0930. I have already paid the £300 for both boats to transit the canal and Neil enters first, pushing right up to the forward gate before I squeeze *April Rose* in alongside. The sun is shining so Colin and I head up to the flybridge to make the most of the views before the rain sets in. After five more locks we reach the summit where we have to wait for a number of boats going the other way to pass before continuing the journey back down.

With the water now entering from the lock gate behind us, it pushes *April Rose* forward into *Joie de Vivre*'s beaching leg, gouging a half metre scratch down the port side. Lesson learnt, more fenders and a midships spring needed between the boats.

We were told it would take about four hours to transit the canal, which should leave us enough daylight for the 5.5-hour run to Bangor in Northern Ireland and get us back on schedule. But once again fate is against us with water balancing issues and passing boats delaying our exit from the last sea lock until 1630.

That left us two options within an hour's motoring, Tarbert or Portavadie, with the latter winning us over with its promises of modern facilities and a restaurant on site. It is almost low tide as we exit Ardrishaig into Lower Loch Fyne; the calm waters enable us to give the motors a blast as we set off into the evening sun.

JOURNEY TIME: 8.5hrs
AVERAGE SPEED: 5 knots
FUEL BURN: 50 litres per boat ▶

ABOVE: Following a yacht along the narrow canal
RIGHT: Verdant tree-lined banks are a wonderful sight

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LEFT: Portavadie's long and sheltered marina

DAY 22, 16 MAY – 36NM
PORTAVADIE TO TROON

We wake to wind and rain once again and leave Portavadie into a grey seascape with short, sharp waves pushing us from behind us as we cross the Loch to Tarbert where we brim both tanks and order a late breakfast at the Marine Bistro. Heading out of the harbour we are soon up to 15 knots punching into a head sea sending sheets of spray right over the boats. We pick up shelter closer to the coast then run into more heavy seas as we pass the Island of Bute into Inchmarnock Water. We slalom around some large ships traversing the Firth of Clyde, picking up more shelter as we close on the West Kilbride coast, finally entering Troon just after 1700. Tree trunks are stacked all along the quay of this timber port, accompanied by the sound of the local wood mill.

The usual routine of beers, curry and more beers follows along with the familiar weather forecast checks. It looks like there will be a brief weather window at 1600 tomorrow allowing us to reach Bangor in Northern Ireland.

JOURNEY TIME: 3hrs
AVERAGE SPEED: 12.5 knots
FUEL BURN: 150 litres per boat

ABOVE: Exiting the Crinan Canal at Ardrishaig

BELOW LEFT: Leaving Scotland behind bound for Northern Ireland

DAY 23, 17 MAY – 66 NM
TROON TO BANGOR

It's still blowing when we leave the shelter of the harbour at 1300 but we've locked everything down in preparation for a bumpy journey. We hug the Scottish mainland for as long as we can before entering the North Channel and turning towards Bangor. The waves are on our port quarter, forcing us to drop speed from 15 knots to 8 knots just to reduce the spray enough to see out of our windscreens. After a very soggy few hours we start to gain shelter from the Irish coast.

By 1730 we are safely moored up in Bangor with the heaters running to dry out Colin's bunk which has once again taken a dousing through the air vents. With F8 winds forecast for the next couple of days we pay for two nights and fight our way through the wind and rain to Nelsons Bar followed by dinner at the Little Wing Pizzeria where Neil decides only a 2ft family pizza will satisfy his hunger. The night ends with a new bottle of Calvados being breached on board *April Rose* to celebrate our arrival in another new country but with time slipping away our mission to circumnavigate the UK in 26 days is in serious jeopardy.

JOURNEY TIME: 5.5hrs
AVERAGE SPEED: 13.5 knots
FUEL BURN: 300 litres per boat

NEXT MONTH Will our intrepid duo manage to make up lost days as they battle south through Ireland, Wales and across the Bristol Channel to Cornwall, the Scilly Isles and back home? To donate to their fundraising for Prostate Cancer UK go to www.gofund.me/32f91cce

BOTTOM: Safely berthed in Bangor Marina after another wet and bumpy ride

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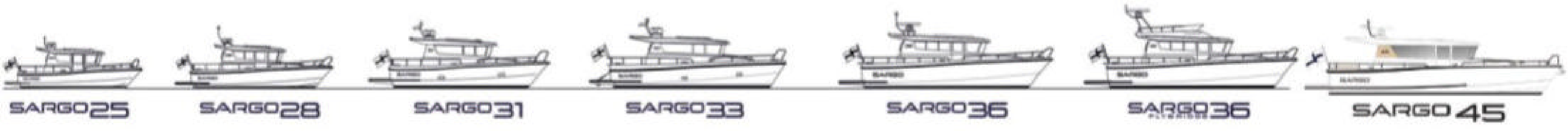

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CORMATE T28

Is the T28 sharp enough to outshine its swift and sweet-riding predecessor? Hugo Andreae heads for Poole in search of answers...

WORDS Hugo Andreae **PHOTOS** Richard Langdon

Way back in September 2018, we staged a group comparison test between three 28ft sportsboats: an Axopar 28, a Nimbus W9 and a Cormate T27. At the time, the Cormate seemed like the outlier. Equipped with a modest 250hp V6 sterndrive engine and curvy retro styling, it looked on paper to be underpowered, outdated and overpriced compared to its more modern outboard-engined rivals.

It was only when we got behind the wheel that the picture changed. The T27 was by some margin the most fun to drive and the most capable in the rough – and even though it was considerably more expensive than the 300hp Axopar, it looked and felt the most special of the three. In short, it punched well above its weight and remains seared in our collective memory as one of the most entertaining boats we have ever driven. So when we stumbled across a brand new T28 model at the Southampton boat show last September, it got us thinking. Could this boat be even better than the original T27 or had it lost some of its magic in the intervening years?

NORDIC ROOTS

For those unfamiliar with the Cormate brand, the company can trace its roots back to 1985 when founder Egil Ranvig launched Hydro Design to develop a new range of affordable sportsboats ▶

Their stated mission was to produce "quality boats with excellent seaworthiness and timeless lines"

ABOVE: New portholes and glass windscreen refresh the timeless lines

RIGHT: Raised bulwarks and walkaround decks make it unusually safe to move around for something as fast and stylish as this

under the Hydrolift brand name. His fast efficient hull designs soon caught the eye of powerboat racers and before long, Ranvig was producing everything from centre-console leisure boats to high-performance racing cats. Ranvig sold the business in 1999 and after a brief period building and selling a new range of RIBs under the Stormway name, he set up Cormate with his old Hydrolift colleague, Frode Svendsen. Their stated mission was to produce "quality boats with excellent seaworthiness and timeless lines but with a revolutionary layout adapted for today's lifestyle".

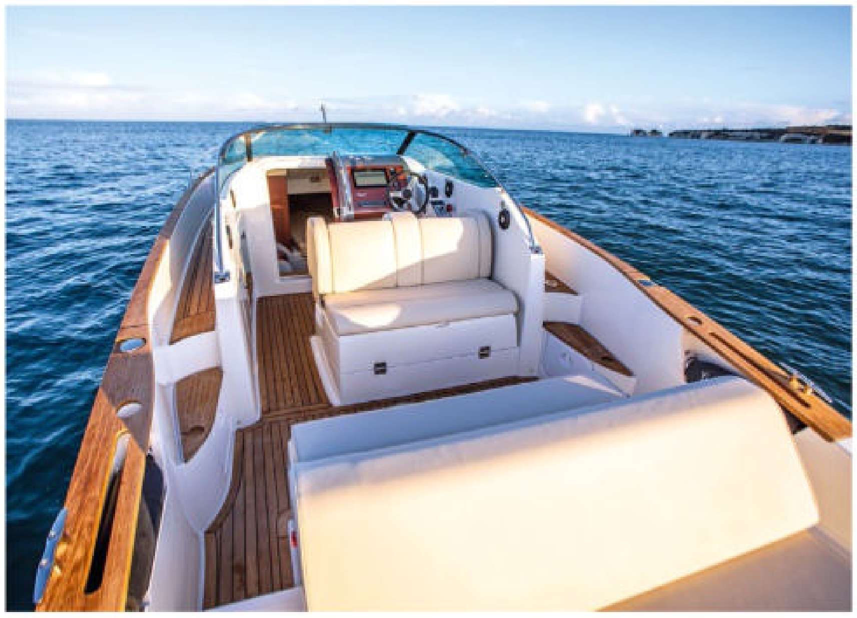
Their first boat, the Cormate T27, was launched in 2006 but it wasn't until 10 years later that Fine Design Marine began importing them into the UK. Finally, in 2021 after almost 15 years in production, the T27 was replaced by this new T28. Although visually very similar with an almost identical hull shape, it is in fact an all-new boat, boasting a raft of significant improvements. Designed in Norway but built in Poland, it now forms the central pillar of a four-boat range from 23ft to 35ft – most of which are available with either inboard or outboard power and with top speeds right up to a fearsome 72 knots.

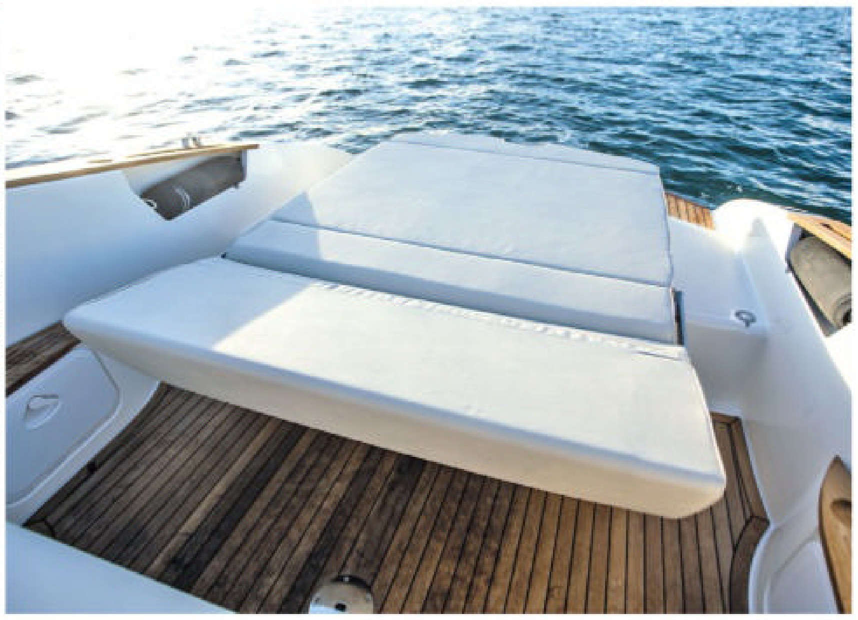
Ironically, the T28 is the exception, as it's only available with inboard power. The entry-level engine is now Mercruiser's 350hp 6.2-litre V8 petrol but you can swap this for a 270hp V6 diesel or upgrade it to a 430hp or 600hp petrol engine if you really want to go nuts. Mercifully, our test boat was fitted with the standard 350hp V8, so we didn't have to put our necks on the line trying to match the claimed 72-knot top speed of the 600hp version!

The key changes over the old model are largely to do with comfort and quality rather than performance. The hull itself uses the same light but rigid sandwich construction with an unstepped variable vee that tapers to an unusually sharp 25-degree deadrise at the transom. This stops some distance short of the newly extended bathing platform, partly to keep the Bravo 1 sterndrive tucked safely out of harm's way and partly to allow more control over the trim angle. Cleverly though, the hull sides extend all the way to the aft end of the bathing platform both above and below the waterline to provide visual continuity and prevent the platform looking like a bolt-on afterthought.

COOL COCKPIT

One of the things we loved about the old T27 was its elegant but practical walkaround design. Even though it looked like a traditional sportsboat from side-on, it was actually a centre





FAR LEFT: Recessed fender holders and grab handles on either side of the cockpit are a nice touch

LEFT: The upgraded aft bench folds flat for sunbathing

console design with wide, recessed walkways from stern to stem and ankle-high teak-capped bulwarks that not only looked classy but made it much easier to access the foredeck than the usual step-through windscreen. The only downside was that it left relatively little space in the cockpit for seating.

While the T28 features the same layout, they have managed to increase the width and height of the aft bench-sunpad. This means you can now sit three people facing forwards instead of two – and with the backrest in the central position (rather than folded forward to become a headrest for the sunpad) you can seat another three facing backwards. Other changes include a proper glass windscreen with built-in solar panels around the base to help charge the batteries, plus extra cup holders, additional deck storage, larger hull windows and an uprated six-speaker stereo system with integrated sub-woofer. Nothing earth shattering there but all useful upgrades that turn an already capable boat into an even more enjoyable one.

SURPRISING PRACTICALITY

For a boat that looks as good as this, the T28 is surprisingly practical. Details like the fender stowage points recessed into the side coamings fore and aft make life on board so much simpler and quicker than digging around in an under-deck locker. Elsewhere, handholds set into the aft end of the teak capping, as well as a sturdy grab rail around the inside of the windscreen, ensure there is always something to hang on to. A storage unit opposite the helm with a dedicated slot for a fire extinguisher (and lots more besides) helps keep everything neat and tidy. There are also small lockers beneath the side deck steps and a special slot in the cabin for storing the removable cockpit dining table when not in use between the two opposing benches.

The wet bar facilities are restricted to a deep refrigerated locker under the forward bench but at least the lid is integrated into the hinged seat base so grabbing a beer is an easy one-handed operation. There's also a small sink in the cabin but that's more for washing hands and faces than plates and glasses. The cooking facilities then are largely non-existent but in all other respects, this is a perfectly usable overnighter.

A sliding mahogany-veneered door gives access to a surprisingly decent open-plan cuddy, which is divided into a sleeping space forward and a living space aft with sitting, but not standing, headroom. Three curved wooden lids on either side of this lift to reveal another two useful storage lockers, while the third one uncovers a proper electric toilet linked to a holding tank. As with the cockpit, the quality of fixtures and fittings down here is first-rate with smooth double-sided mouldings, classy diamond-stitched lining, sturdy hinges and expensive looking woodwork. Even the bed lifts on a pair of gas struts to access yet another big storage void.

POWER AND CONTROL

So far so good but what about the all-important driving experience? On first acquaintance, the T28 can seem a little daunting. With its separate racing style gear and throttle levers, and rocker switch trim controls, it's clearly making a point that this is a driver-focussed machine. Don't let it put you off because while it does take a bit of careful trimming to eke out the last few knots of speed, the hull itself is very forgiving and, with the base engine at least, doesn't require any special skills to enjoy it.

The fun starts with a faultless driving position built around a fixed but wonderfully supportive helm chair that is just as comfortable seated or standing. The wheel extends some distance from the dashboard, bringing it closer to the driver without compromising legroom, while the throttle and trim controls

▶

LEFT: The lower sink is for hands rather than dishes **CENTRE:** The open-plan cuddy is surprisingly practical
RIGHT: There's a proper electric toilet tucked away beneath the curved mahogany locker lids

ABOVE: Engine options from 270hp-600hp give speeds of up to 72 knots

RIGHT: Note how the sterndrive is set back under the bathing platform even though the hull sides extend all the way to the end of it

are on an angled plinth set at the ideal height and reach for your right hand. It's not just the positioning that's bang on though. They all feel special in their own right. While the wheel is small and thick-rimmed, the stubby gear selector and taller, aluminium throttle add a real sense of occasion to proceedings. Arguably, a standard Mercury electronic throttle would be less intimidating for buyers of the base model but it wouldn't feel as special.

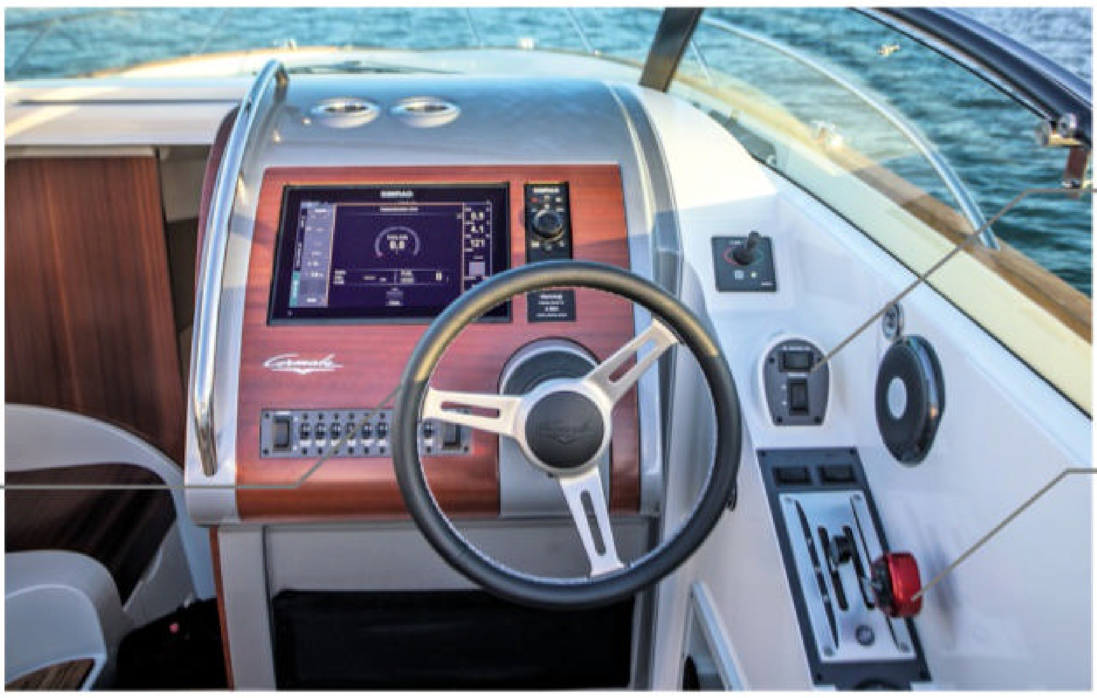
The slender deep-vee hull takes a generous fistful of power to pop up onto the plane but the V8 has plenty of that and once over the hump, the T28 is a joy to helm. The combination of super-quick steering and a light but stiff hull that feels remarkably robust and grippy yet flicks from side to side with the agility of a go-kart is about as good as it gets for this style of boat. With no hull steps to loosen its grip on the water and a traditional raked bow rather than a trendy vertical one, it carves through high speed turns with no hint of slip or cavitation.

What's particularly impressive, though, is how it manages to reward good driving without punishing errors. Get it right and it flies across the surface, skipping from wave to wave with exceptional poise. Get it wrong and while you might land a little awkwardly, it won't send shudders through your spine. At 47.3 knots, we didn't quite manage to match the claimed 50-knot top speed but with a few more hours on the box-fresh engine and a bit more time to perfect the settings (it is very sensitive to trim), we've no doubt it would get there. If we're being super picky, it didn't feel quite as forgiving and quick-witted as the V6 T27 (it does weigh 200kg more) but perhaps that's just nostalgia playing tricks on us. Either way, the T28 is a joy to drive.

VERDICT

Back in 2018 the base price of the entry-level 250hp Cormate T27 was £141,600 inc VAT whereas a similar spec Axopar 28 with a more powerful 300hp outboard came to around £100,000. However good the T27 was, that £40,000 price difference felt hard to swallow. Today an entry-level Cormate T28 starts at £174,053 inc VAT but that includes a much more powerful 350hp engine and a long list of standard equipment such as teak decks and table, 12in plotter, anchor and windlass, bow thruster, Coast Key wireless kill cord, 6-speaker sound system, solar panels, cockpit covers and more. The equivalent Axopar with a 300hp outboard engine and a sensible spec now costs around £155,000 inc VAT. While we're not suggesting that the new Cormate T28 is the bargain of the century, that £20,000 difference is a much easier premium to justify. You still get the same addictive driving experience, seductive looks and premium build quality of the T27 but now it comes with extra performance, equipment and practicality. In short it's an even better boat than the T27 and arguably better value too.

CONTACT: +44 (0)1202 465327; www.cormate.co.uk



TRIM SWITCHES

These two rocker switches are intuitive to use but lack an analogue gauge

PRIME POSITION

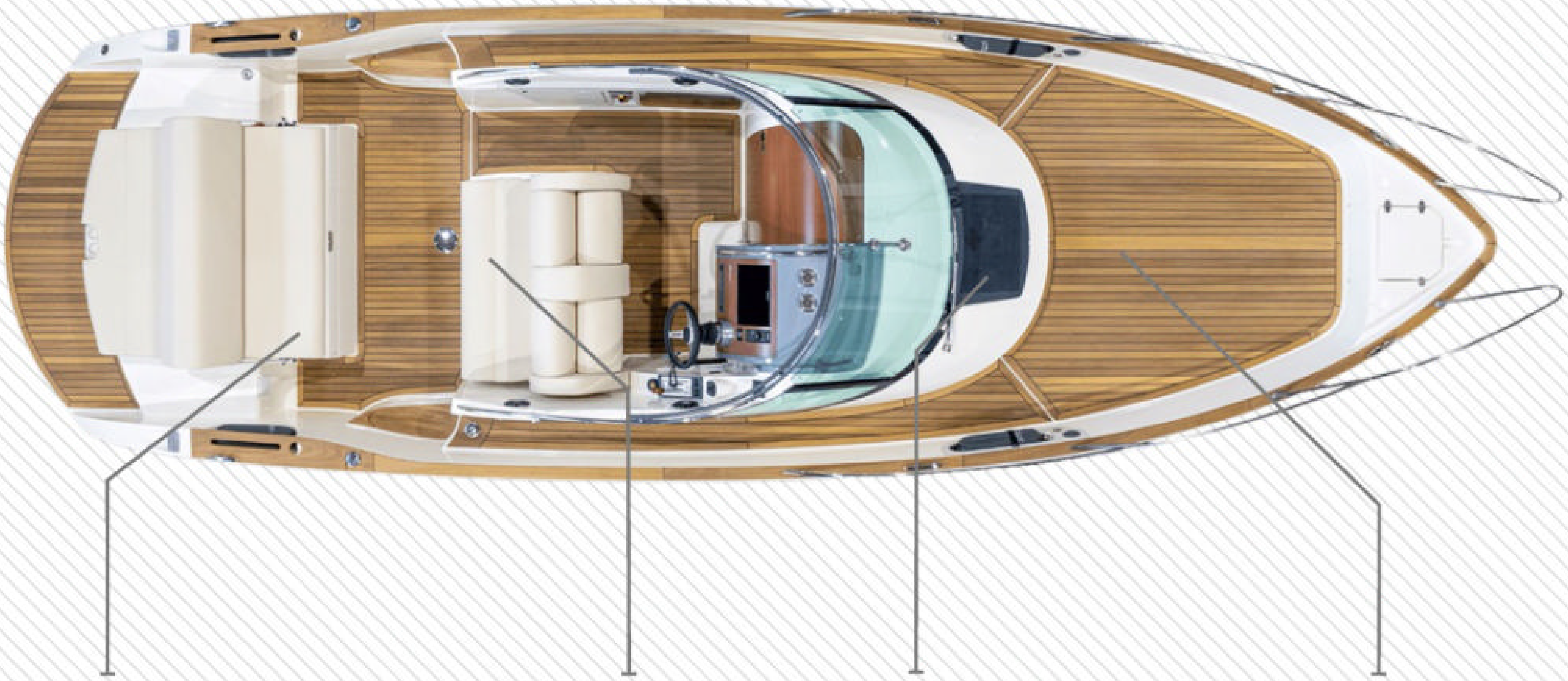
With its supportive seat, sporty wheel and angled throttle mount, the helm position is flawless

RACING LEVERS

Twin lever racing throttles add a real sense of occasion to the experience

SPECIFICATION

LOA (8.41m) **Beam** (2.54m) **Draft** (0.95m) **Displacement** 2,100kg
Fuel capacity 250 litres **Engines** Single Mercruiser 350hp **RCD Category** C



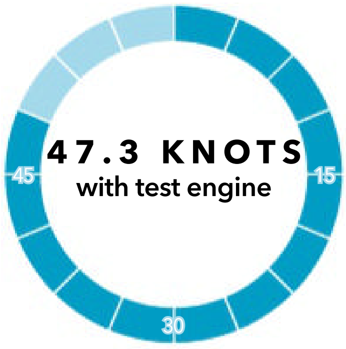
AFT BENCH
The broad aft bench seats three facing forward and three facing aft

COOL BOX
This cushion hinges up to give access to a deep refrigerated locker

SOLAR PANEL
This helps keeps the batteries charged when at anchor or on a swing mooring

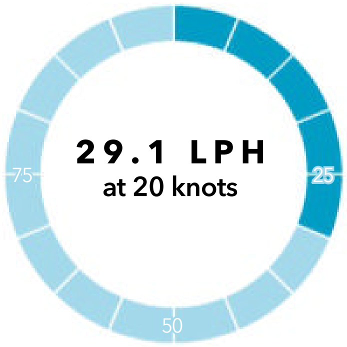
FOREDECK SUNPAD
An optional slot-in bow cushion transforms this area into a sunpad for an extra £521

TOP SPEED



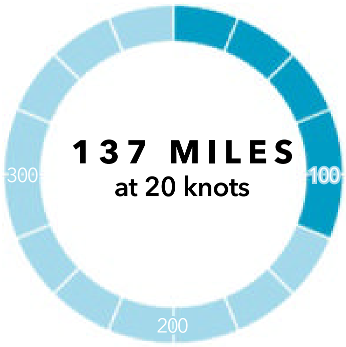
47.3 KNOTS
with test engine

CONSUMPTION



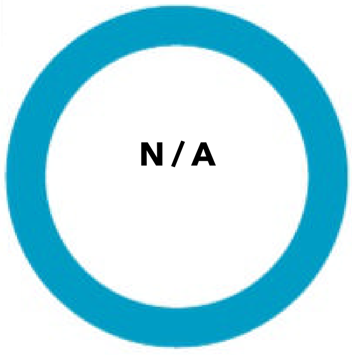
29.1 LPH
at 20 knots

RANGE



137 MILES
at 20 knots

NOISE



N/A

PRICE

£180,972
as tested inc VAT

COSTS & OPTIONS

6.2-litre 350hp V8 petrol £174,053 inc VAT

8.2-litre 430hp Magnum upgrade £183,898 inc VAT

TDI 3.0-litre V6 diesel £189,132 inc VAT

Standard: teak decks and table;
12in Simrad plotter; Bluetooth 6 speaker system;
Coast Key wireless kill cord; bow thruster.

Extras: delivery from factory £4,316;
shorepower £2,124; coloured hull £1,052;
bimini top £1,763; hot water package £616;
water ski pole £578; bow sun cushion £521

PERFORMANCE

Test engine Single Mercruiser 6.2-litre V8 petrol 350hp

					ECO		FAST		MAX
RPM	1000	1500	2000	2500	3000	3500	4000	4500	5000
Knots	5.0	6.7	8.8	15.0	23.5	28.9	34.0	40.1	47.3
LPH	7.0	11.8	17.3	26.4	31.2	44.4	67.9	95.0	111
LPM	1.4	1.76	1.96	1.76	1.32	1.54	2.00	2.36	2.35
Range	143	114	102	114	152	130	100	85	85

Calculated figures based on real-time readings, yours may vary considerably. Range figures allow for a 20% reserve. 25% fuel, 50% water, 2 crew, 10 degrees air temp, F2 with 18-inch swell

MAIN: Passing through the Corinth Canal on board his previous boat *Kuna*

INSET: The Trader 64 in which Martin explored large swathes of the Mediterranean

FROM COAST TO CANAL

WORDS AND PICTURES Martin Craddock

After years of cruising the Mediterranean in heavy-duty passagemakers Martin Craddock decided to give inland boating a try, with a custom built steel craft fitted out to his dream spec

For as far back as I can remember I've loved boats. Whenever I was on holiday, I'd make a beeline for the nearest marina and wander around dreaming about which boat I'd choose, if only I could. The idea of approaching a beach or a port from the sea while everyone else was busy looking for the nearest car park seemed infinitely preferable to me.

In 2002 I finally got the chance to make it happen. With my business going well, but still knowing very little about actually owning a boat, I took myself off to the Southampton boat show expecting my £250,000 to buy a huge superyacht, only to find that boats are...er…rather expensive.

When I finally managed to get over my disappointment and began looking for something more realistic, I eventually settled on an 18-month-old Azimut 46 called *Drifter*. It was for sale in Antibes in the South of France so when the purchase went through I decided to keep it in the Mediterranean for a while.

ABOVE: Martin and Linda felt the time was right to try a different style of boating on the waterways of Europe

MEDITERRANEAN DREAMS

Drifter was a good boat. She was fast and fairly easy to handle and I was brimming with confidence, having done my week-long RYA Day Skipper course in flat calm conditions. However, I quickly learned that it's not quite so easy in a blow and within a month (and a couple of bangs), my confidence was shattered. It took a while to regain it but I was determined to learn from the experience and we had some amazing trips up and down the French coast including a memorable trip, for all the wrong reasons, across to Corsica.

Now according to some reviews of planing boats, 31 knots is so much better than 28 knots but, for me, bouncing around at speed while trying to carry cups of tea up to the flybridge is not a skill I ever managed to acquire. And shouting terms of endearment at your better half over the noise of two big engines is definitely not romantic either. So, after being tossed around by the mistral wind on our crossing to Corsica, I came to realise that speed, noise and bouncing around weren't really my thing, whereas a nice sedate 8 knots on a seaworthy displacement boat would be much more my cup of tea. Unspilled, of course. *Drifter* had to go.

So in 2003 I sold *Drifter* and bought a Trader 575, which I affectionately called *Doris*. The deal was that if I took the 575 and agreed to buy a new Trader 64 – which was in development at the time – I could have all my money back in part-exchange when the 64 was delivered. My new Trader 64 was finally delivered, wait for it, in 2009 (yes, I know)!

▶

LEFT: Martin's first boat, a nearly new Azimut 46 called *Drifter* which he bought in 2002 **MIDDLE:** In 2003 he decided planing boats weren't for him and sold the Azimut to buy this Trader 575, *Doris*, while waiting for a new Trader 64 to be built. **RIGHT:** His Trader 64, *Kuna*, was finally launched in 2009

BELOW: Martin enjoyed four happy years exploring the Balearics on board *Doris* with family and friends

On the plus side, *Doris* was a really safe, solid, comfortable boat. With her hydraulic thrusters, big anchor and wide side decks, she inspired confidence and thanks to her comfortable aft cabin and acres of living space, she was a true home from home.

As well as Antibes being an expensive place to keep a boat, I eventually tired of either turning left to Monaco and Nice or right to St Tropez and Marseille. So, in 2007, I moved *Doris* to Alcudia, Mallorca. I spent four happy summers exploring all four Balearic islands and found that the longer the journey was, the more I relaxed and enjoyed it. I was becoming a passagemaker.

When I finally took delivery of my Trader 64, *Kuna*, in 2009, travelling farther afield became a much easier prospect. With a range of 1,600 miles, the whole of the Med could be explored and that is exactly what we did, cruising non-stop for 36 hours at a time between Mallorca and Sardinia en route to Italy and beyond. I loved the planning and preparation that went into it, watching the sun go down and sitting up on the flybridge gazing at the stars while everyone else was asleep in their beds. There's something strangely exhilarating about knowing you're a hundred miles from land in 10,000ft of water with no other boats for miles around. It makes you feel alive!

We began making trips with friends all over the Mediterranean. One year we cruised to Kefalonia and Croatia, another through the Corinth Canal and into the Aegean, then up to Thessalonika and down the coast of Turkey. And so it went on, especially once the business was sold and I could fully retire in 2011.

CHANGE OF PACE

By 2018, and at 68 years of age, I began to feel like I had seen all there was to see of the Mediterranean. I was ready for a change but what would I do next and where could I go from there?

At around the same time, I bumped into a friend who told me that he had a boat in Holland and was cruising the canals and rivers of Europe. He talked enthusiastically about the restfulness of travelling at a sedate 4 knots and stopping whenever he wanted to.

RIGHT: Martin's put all his hard-earned experience into specifying his new custom built Smelne 1590

> **I bumped into a friend who told me that he had a boat in Holland and was cruising the canals**

ABOVE: Transiting the Corinth Canal on board *Kuna* was one of the highlights of Martin's Med-based adventures

And the absence of waves. And the 50,000km of waterways running through the heart of Europe.

I asked him how many miles a day he covered – 40? 50?

"More like 10," he responded. "You turn a couple of bends, see a nice little town or village and just stop. If you like it, you stay a few days. Or maybe a week if it's nice. It's not about going, it's more about being."

It all sounded rather appealing, as did the cost: Mallorca is expensive. A permanent berth will set you back around €30,000 per annum and a single overnight stop for a boat like mine in Sóller or Ibiza is around €400 per night. Factor in the cost of fuel, at one mile per gallon, and it all adds up to a very expensive pastime. Compare this with the Netherlands where you pay just €15-25 per night for a 50ft boat which can do seven miles to the gallon. My friend reckoned that the running costs would probably be a tenth of the cost of *Kuna*. And being based in Holland meant that I could throw everything in the car and drive there – no more airports and flights. Bliss!

And so a plan began to form. I've always loved projects and the idea of designing my ultimate boat for cruising the waterways of Europe really caught my imagination. But where to start? I began searching the internet for Dutch manufacturers who could build a truly bespoke boat but it proved surprisingly difficult. Linssen makes lovely boats but not to the level of customisation I wanted and most of the truly bespoke yards are small family-owned affairs with very basic websites. So how was I going to find somebody to build exactly what I wanted?

As luck would have it, I was flicking through an issue of *Motor Boat & Yachting* when I saw an article about a second-hand Stevens 43 being sold by Karl Farrant Marine Sales and built by Smelne Yachtcenter BV in Holland. The boat looked nicely built and the article mentioned that Smelne would ▶

RIGHT: *Amity's* bare steel hull being transported to the paint shop for fairing and finishing

build anything the customer wanted. I called Karl and we chatted about the kind of thing I might want. I immediately warmed to him and liked the idea of having someone in the UK, with 25 years of experience, helping me to spec the boat and act as a go-between with the factory.

So the following week my partner, Linda, and I met up with Karl and looked round a couple of boats – we even took one out. It was a beautiful calm, sunny day, which always helps, and I was amazed at how quiet and easy to handle it was. I was hooked! And Linda, who's a decorative artist, seemed to be getting very excited about choosing colours, carpets and curtains.

We had already decided that the new boat had to be a 'home from home' that was spacious but above all quiet, warm, comfortable and solidly built. Having been boating for 20 years I had a pretty good idea what I wanted and, more importantly, what I didn't!

DESIGN FOR LIFE

Smelne makes a range of boats but, having been used to a 20-metre Trader, its trawler yacht was the one for me. With an LOA of almost 16 metres, it is wider and heavier than the others with a reassuringly thick 6mm steel hull.

A trip to Holland followed and I was surprised at how large the site was but how few employees they had – around 14 in total. I learned that Smelne had started in the 1960s as a family boat-building business and at one point was selling around 30 production boats a year. The family sold the business in the 2008 but when the new owner got into financial difficulties, Wypke Veenje, the founder's son, bought it back and switched tack to building three or four custom-built boats a year rather than competing in the production boat market. However, he kept the huge site with its marina, showroom and extensive manufacturing facilities as well as a core of skilled craftsmen. It was just what I was looking for – big but small.

Over several meetings with Karl we worked on the specification. I wanted air conditioning, central heating, large showers, high water pressure, big tanks and a large lithium ion battery bank so that we could stay 'unplugged' for several days at a time. I also wanted a big generator (15kVA), a large inverter (7kW) and, of course, two 55in televisions! This meant I also needed a really good wi-fi installation.

The specification just grew and grew until it was almost double the basic price and by some margin the highest spec and most expensive boat ever commissioned from Smelne. But what a boat! After all, this was going to be my last, forever boat and I wanted to be certain I could live comfortably on it.

A big part of this was making sure it was as quiet as it could possibly be so I asked Karl if we could achieve sailing boat levels of noise, equating to less than 55dB(A) at 6 knots in the saloon. During my brief test, I'd noticed that one of the sources of noise when sitting on the aft deck was the wake itself, so you won't be surprised to hear that I specified a wake reduction system, extra sound insulation in the engineroom and a special propeller with a claimed 30% reduction in noise and vibration.

DONE DEAL

I signed the order for *Amity* in August 2019 but there would not be much to see until early 2020 when the steel was cut and welded. The plan was to visit the boat every two or three months to check on progress with delivery due to take place in March 2021. Then the pandemic struck and all thoughts of regular visits evaporated. Everything had to be done via email with Klaas Hummel (who was responsible for final design and procurement of all the systems and equipment) sending photos and liaising with myself and Karl to make sure everything was as it should be. It wasn't easy trying to manage it all remotely but despite the pandemic Smelne was on track and in March 2021 we went over to take delivery. She looked absolutely gorgeous and when I stepped on board for the first time and asked the engineer to start the engine, he replied that he already had!

CLOCKWISE FROM TOP LEFT: The spectacular aft owners' cabin; *Amity's* home from home saloon; steps down from the aft deck; the forward VIP cabin

> In April 2021 we set sail for our first proper adventure around the Netherlands – and it was amazing

A short shakedown cruise over a few days enabled us to pinpoint any remaining issues before returning to the yard with our snagging list, but there were very few problems and all of them were quickly rectified by Smelne.

CRUISING INLAND

In April 2021 we set sail for our first proper adventure around the Netherlands – and it was amazing. I'd driven through Holland many times and have to admit that I was fairly unimpressed but from the water, it's a different story. It's almost as though the Netherlands has been designed by boaters, for boaters. There are almost as many waterways as there are roads but the scenery is so much better and the towns and villages all have fantastic facilities with marinas and town quays everywhere.

We spent the summer cruising to Amsterdam, Haarlem (nicer than Amsterdam) and down to Leiden, which a guy on the ferry said was the most beautiful town in the Netherlands. We reckon it's a close second to Haarlem. Often we covered just a few miles a day, turning left if it looked nice or right if it didn't. We'd sometimes stay for one night, sometimes three. It simply didn't matter because we were really enjoying just being afloat. As summer drew to a close we found a marina near Aalsmeer where we could leave the boat for the winter and reluctantly said goodbye before heading back to the UK.

In April 2022 we picked up the boat again and headed south with a vague plan to go down to Maastricht and into France. Unfortunately, there was very little water in the rivers due to the dry summer and whilst we almost managed to get to the French border, we decided to turn back while we still could. ▶

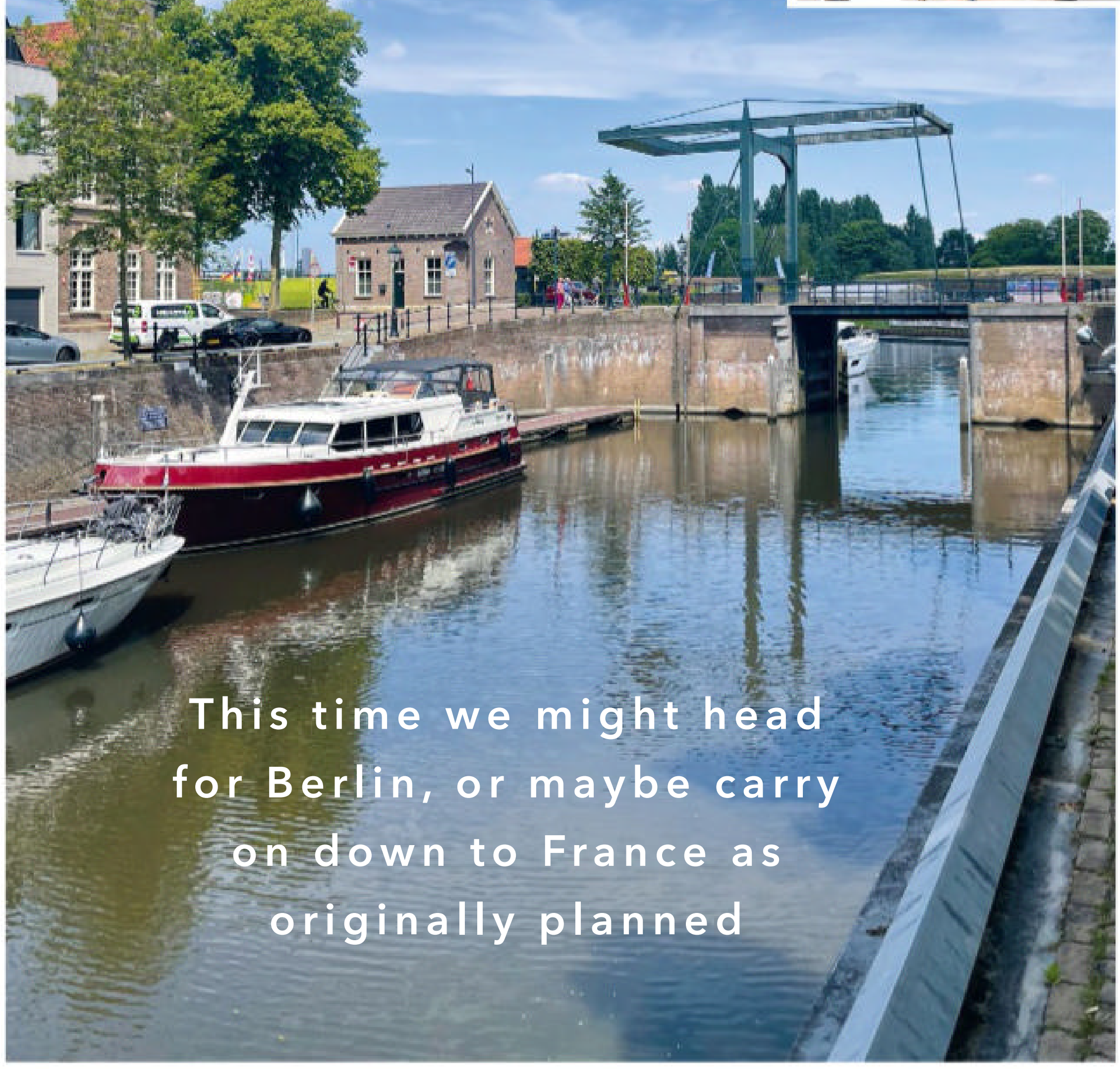
CLOCKWISE FROM TOP LEFT: Superyacht style cleats and railings; excessive horns; berthing Dutch style

ABOVE: Thanks to full canopies and a very effective heater, the aft deck is a joy to use even on chilly spring days

RIGHT: *Amity's* spotless engineroom is lined with extra sound insulation for near silent passage-making

We did run aground a couple of times but with the help of our big thrusters and fully protected propeller we managed to get ourselves off the mud without further problems.

The boat had also developed a few minor issues, including air leaking into the vacuum toilet system, which caused the pumps to activate every few minutes so Smelne suggested we bring *Amity* back to the yard for the winter. This time we took a route back through the east side of Holland, arriving back at the yard in early November where she could be made perfect again over winter.



> This time we might head for Berlin, or maybe carry on down to France as originally planned

SCORES ON THE BOARD

So now that we have enjoyed two seasons with her, what did we get right and what did we get wrong?

Other than the sound reduction measures, one of the best things is the separate Eberspächer warm air heater for the aft deck. With the canopy up, even on a cold day, it's warm enough to sit out or eat on the aft deck and enjoy the sensation of being outside while feeling like you're inside. It's definitely something more boat owners should specify and it's an all-year-round pleasure!

And wrong? Well, maybe too much deck gear. I guess I had my sea head on when I specified four large, powered capstans because being smaller than my last boat and based on the canals, they simply aren't required. Likewise, the huge UltraMarine anchor and stainless steel chain that we…er…haven't even used yet. I'm very pleased with the superyacht-style oval guardrails and oversized cleats, though, as they really do look and feel superb.

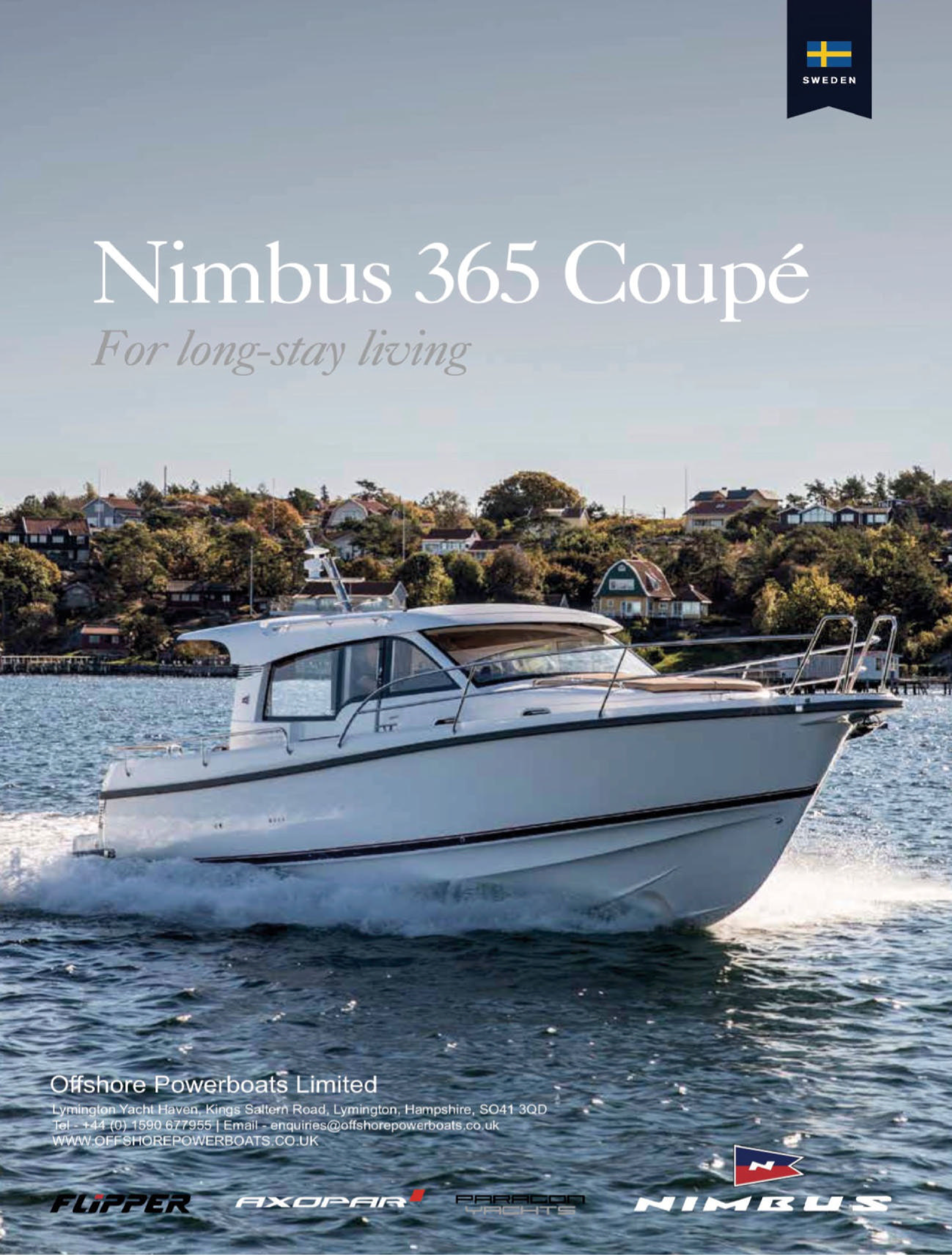
And don't make this mistake either; being rather disappointed by the puny horn that Smelne fits as standard I upgraded to a pair of magnificent air horns. Unfortunately, they are so loud that it sounds like the *QE2* is coming round the bend so we are now too embarrassed to use them!

Other good things? The hot water circulation system and water softener (instant hot water from any tap), a professional 4G wireless setup and full Mastervolt control system. Oh, and a brilliant little button right by the hob to start the generator.

In April this year, we will return to *Amity* to continue our exploits over another relaxing summer. This time we might head for Berlin, or maybe carry on down to France as originally planned. Or we might just stay in the Netherlands, because, as I said, it's not about going somewhere, it's about being on the water – on *Amity*, our beautiful second home.

LEFT: Martin and Linda now stop whenever the mood takes them to explore the towns and villages en route

INSET: No need for multiple big screen plotters when all you have to decide is whether to turn left or right



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FLIPPER AXOPAR PARAGON YACHTS NIMBUS

ANTIFOULING MEGA TEST

18-MONTH UPDATE

A year on from the results of our initial boat-based test of eight antifouling products, we see how our long-term test panel is faring

Regular readers may remember that in June 2021 we began a long-term test of eight different antifouling products, from the latest silicone fouling release coatings to conventional copper-based paints and long-term treatment Coppercoat. The aim was not just to see how well they performed over a season but to assess their longevity, ease of application, environmental factors and cost.

We applied all eight products in evenly spaced vertical stripes to both sides of a regularly used Hardy 42 called *Raymariner*, which is owned and operated by Raymarine as a floating test bed for its navigation equipment. We also painted a GRP panel, of about one square metre in size, with the same products and in the same way as for the boat. This would allow us to see how the products performed over a longer period of time (*Raymariner* was repainted with fresh antifoul after our test ended last January). It is this static panel that forms the basis of this report, 18 months since the test began.

Before we get to the results, it's important to remember that a boat would not normally sit idle and uncleaned for that length of time, making the test more challenging for all our products but especially the 'foul-release' coatings which rely on water movement to help shift any fouling. However, now that the boat-based test has reached its conclusion (see the full findings on www.mby.com/antifouling), the static panel provided a valuable cross-check for the longer term performance of the products based on a visual assessment of the stripes, a finger swipe to see how easily any fouling came away, and a sponge wipe to check if the coating itself came away too.

TEST PROCEDURE

The products on test were divided into four sub-categories, comprising traditional copper antifoul paints, silicone foul-release coatings, Coppercoat and one nano-ceramic coating that was being evaluated for its potential as an underwater antifoul, and later withdrawn from the test at the manufacturer's request.

Each product was applied in accordance with the manufacturer's instructions. This included using their own branded primers and tie-coats. We even arranged for bead-blast removal of *Raymariner's* existing antifoul layers, so that we could ensure a level playing field on which to apply and compare our test products.

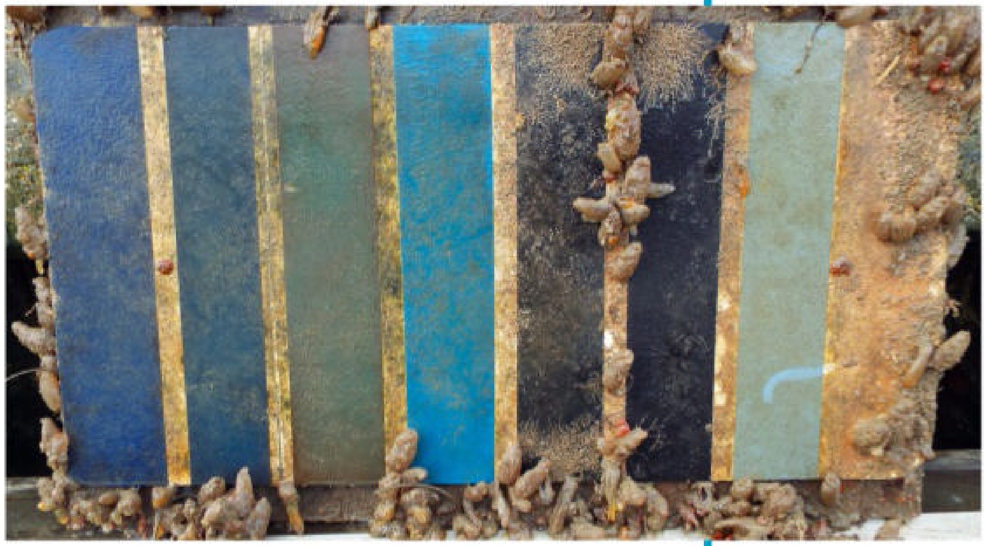
Looking resplendent in her coat of many colours, *Raymariner* was relaunched for a period of seven months, before being lifted again in January 2022, at which point we assessed the results and spent time understanding both the initial and long-term cost implications. The latter is not quite as

WORDS AND PICTURES Adam Fiander and Hugo Andreae

RIGHT: Adam with the GRP panel after each coat of antifoul had been applied prior to its 18-month immersion in a Portsmouth marina simple as it first appears due to the wide variation in the effective lifecycle of the products, ranging from as little as one year for some of the traditional antifoul paints to 10 or more for Coppercoat. So rather than looking at just the initial purchase cost, we calculated the expected total outlay over a six-year period and worked out an annualised cost for each of them.

HIGH PERFORMING

Like the boat, our static test panel was immersed in a Portsmouth marina location in June 2021. Apart from the effect of the tide sweeping across it, the panel has remained in situ there, fully immersed at all times for the last 18 months. As you can see from the pictures, the coatings have, by and large, performed extremely well. Apart from silty mud covering the test stripes, there are very few signs of serious fouling having taken hold on any of the coated sections.



Even green slime – highly prevalent when *Raymariner* was lifted a year ago – appears to have taken a back seat in this case, perhaps because the panel has been lying in a shaded area for most of the time. Proof of how well the coatings have performed can be seen by the growth of weed and up to 10cm long sea-squirts on untreated sections.

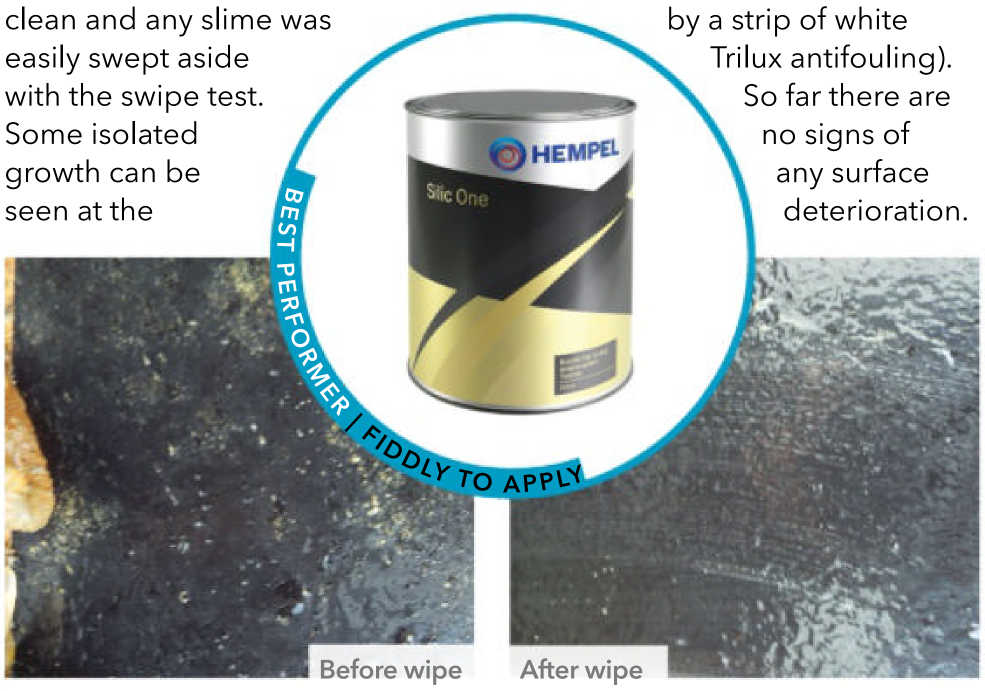
As before, our estimated annual costs are based on DIY application to a 36ft boat calculated over a six-year period but please bear in mind these are based on 2022 prices and may have changed since then. The star ratings are also unchanged as the panel test confirmed our original boat-based findings.

HEMPEL SILIC ONE

£337p/a

TYPE Non-biocide, silicone based foul-release coating
EXPECTED LIFESPAN 2 years-plus
***MBY* RATING** ★★★★★

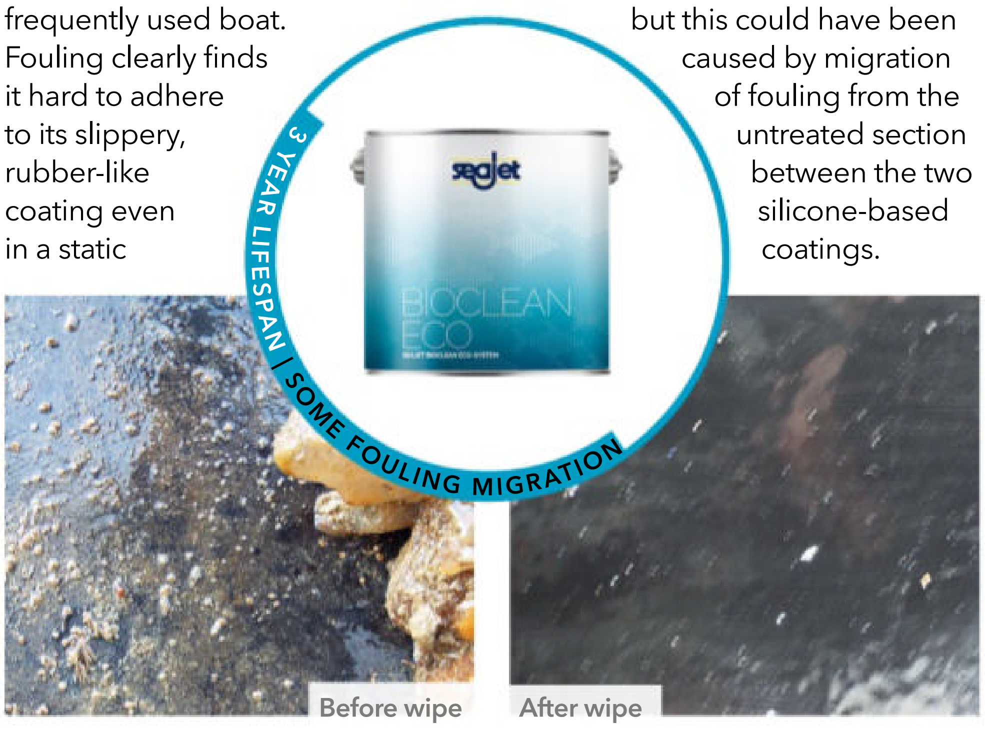
We had expected foul-release coatings to struggle on a static panel without any movement through the water to shift surface fouling. However, the majority of the stripe stayed remarkably clean and any slime was easily swept aside with the swipe test. Some isolated growth can be seen at the top of the strip but this could have been caused by migration of fouling from the untreated section in-between this and the Seajet Bioclean-Eko (the other products were separated by a strip of white Trilux antifouling). So far there are no signs of any surface deterioration.



SEAJET BIOCLEAN ECO £269p/a

TYPE Non-biocide, silicone based foul-release coating
EXPECTED LIFESPAN 3 years
***MBY* RATING** ★★★★☆

As with our other foul-release coating, this performed far better than expected on our static panel, suggesting it would still provide good protection on a less frequently used boat. Fouling clearly finds it hard to adhere to its slippery, rubber-like coating even in a static situation like this and the swipe test suggests it would perform even better on a regularly used boat. There were signs of isolated growth at the top and bottom but this could have been caused by migration of fouling from the untreated section between the two silicone-based coatings.

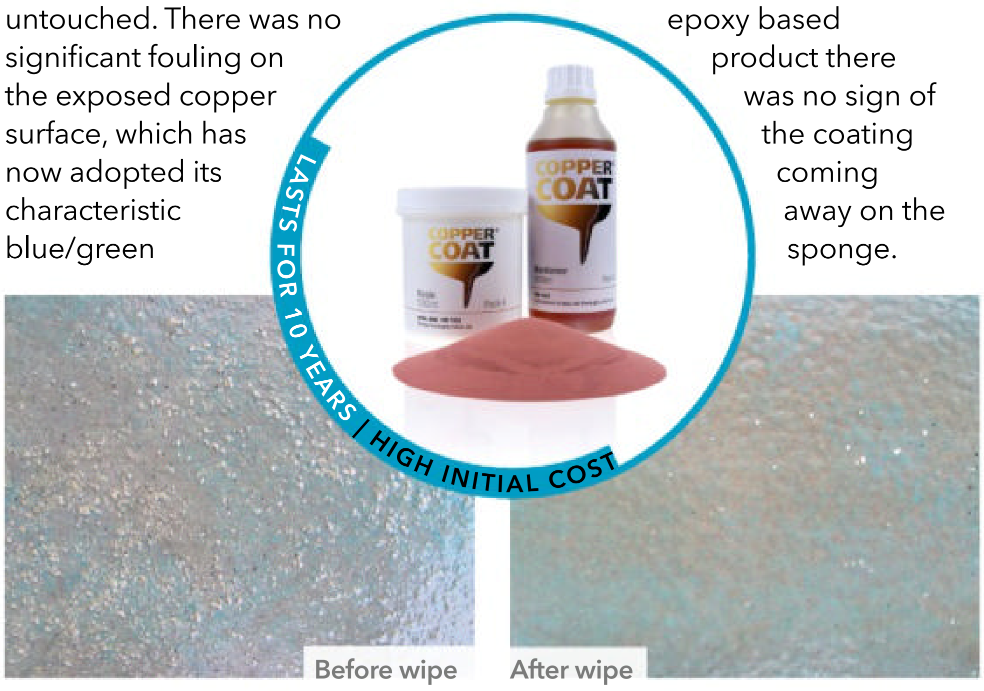


COPPERCOAT £324 p/a

TYPE Epoxy based non-eroding long-term biocide
EXPECTED LIFESPAN 10 years-plus
***MBY* RATING** ★★★★☆

Even though Coppercoat recommends an annual scrub or pressure wash to remove any surface growth, it still seems to be performing well after 18 months untouched. There was no significant fouling on the exposed copper surface, which has now adopted its characteristic blue/green colour, and minimal resistance from the swipe tests, suggesting any surface growth would fall away on a regularly used hull.

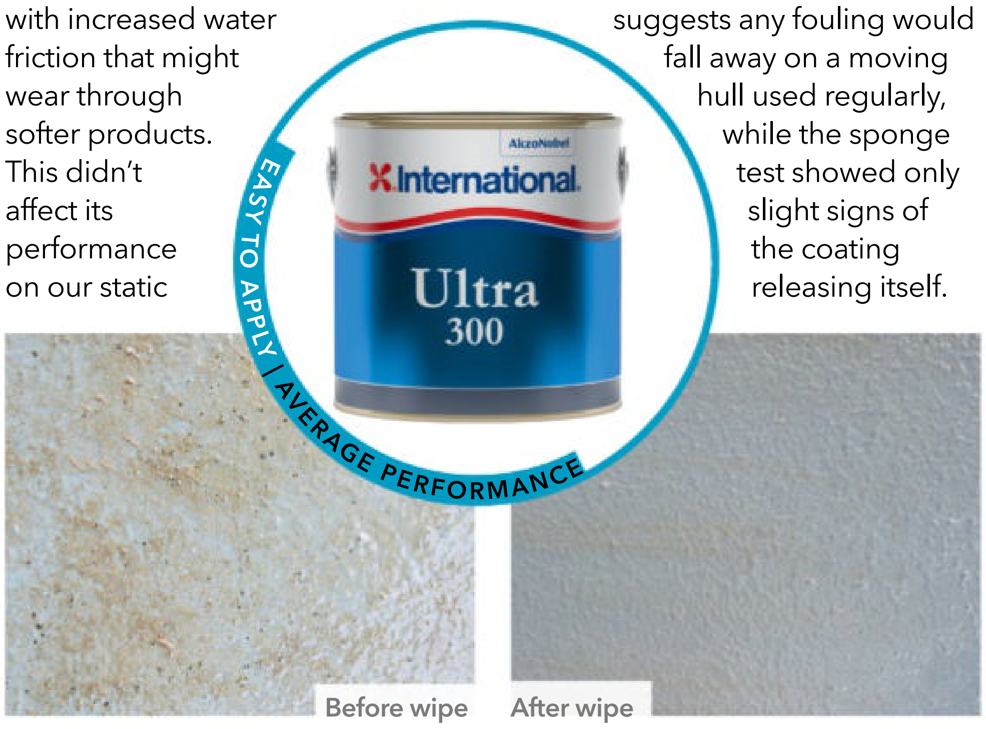
As expected of a tough epoxy based product there was no sign of the coating coming away on the sponge.



INTERNATIONAL ULTRA 300 £324p/a

TYPE Hard eroding biocide antifouling
EXPECTED LIFESPAN 1-2 years
***MBY* RATING** ★★★☆☆

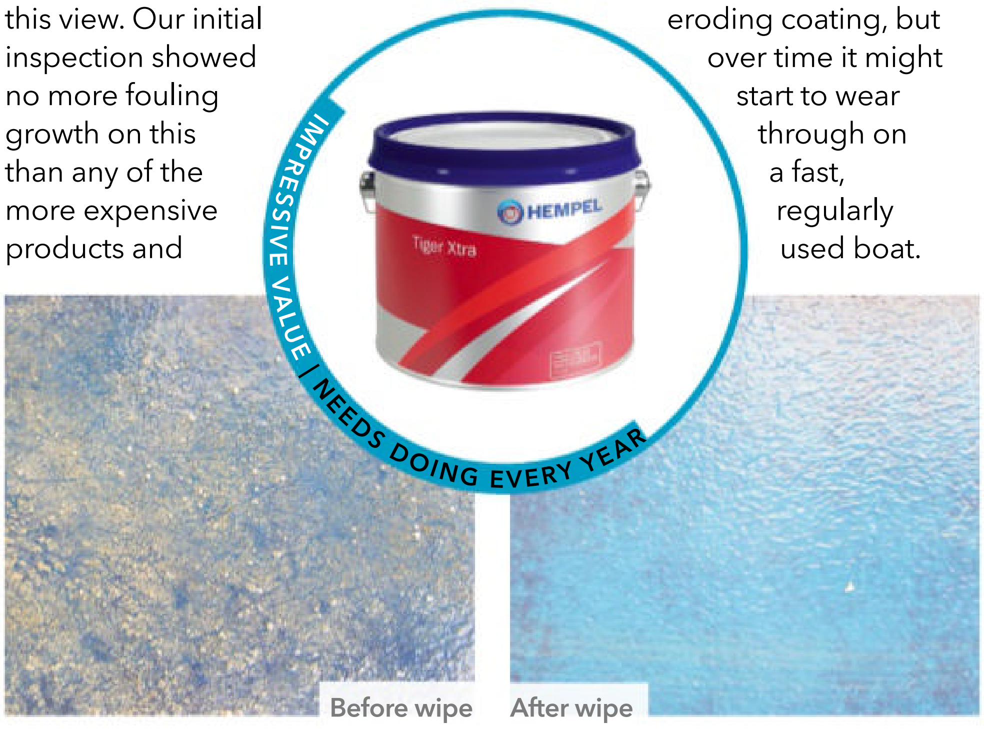
Although this is a traditional copper-based antifouling, it is a slow eroding hard coating designed for faster planing craft with increased water friction that might wear through softer products. This didn't affect its performance on our static test panel with little fouling growth over the 18 months and no sign of it starting to lose its antifouling properties. The swipe test suggests any fouling would fall away on a moving hull used regularly, while the sponge test showed only slight signs of the coating releasing itself.



HEMPEL TIGER XTRA 7100 £166p/a

TYPE Soft eroding biocide antifouling
EXPECTED LIFESPAN 1-2 years
***MBY* RATING** ★★★★☆

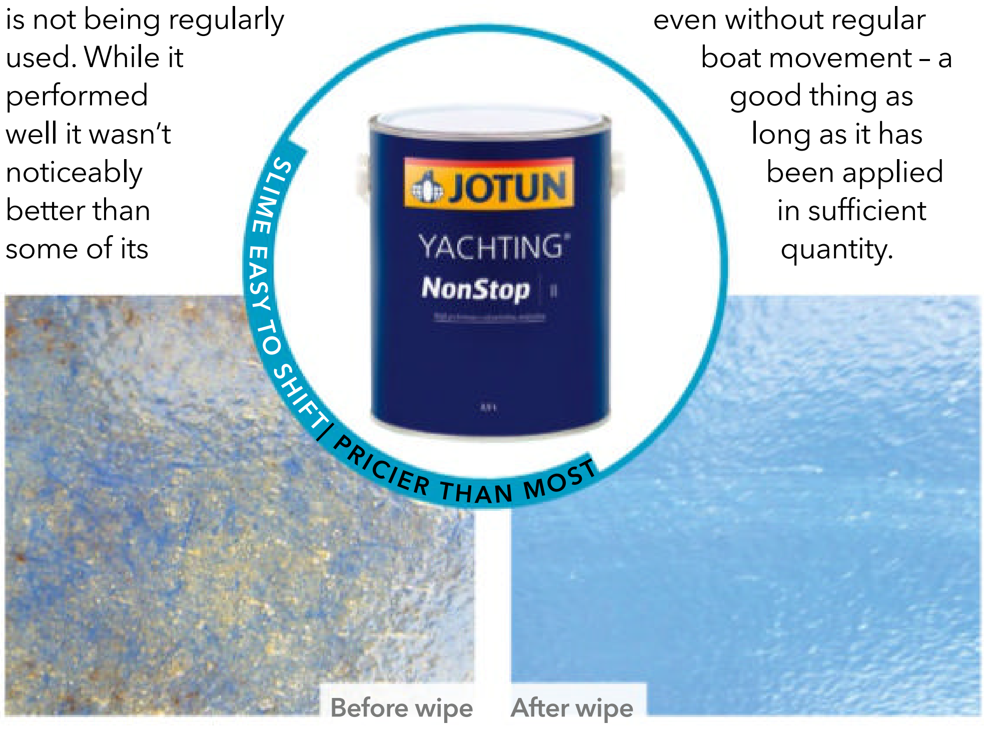
We were pleased to see how well the cheapest of our traditional antifouling coatings coped on the boat and the results from the panel did nothing to change this view. Our initial inspection showed no more fouling growth on this than any of the more expensive products and the finger swipe test easily shifted anything that was there. Some of the coating surface colour did transfer onto the sponge, which is normal for a soft eroding coating, but over time it might start to wear through on a fast, regularly used boat.



JOTUN NONSTOP 2 £355p/a

TYPE Soft eroding biocide antifouling
EXPECTED LIFESPAN 1-2 years
***MBY* RATING** ★★★☆☆

This premium priced self-polishing coating uses ion exchange technology to ensure a steady release of biocides throughout the year, even when the boat is not being regularly used. While it performed well it wasn't noticeably better than some of its cheaper competitors. However, it did have the highest degree of coating surface being released onto the sponge suggesting it was eroding consistently even without regular boat movement – a good thing as long as it has been applied in sufficient quantity.

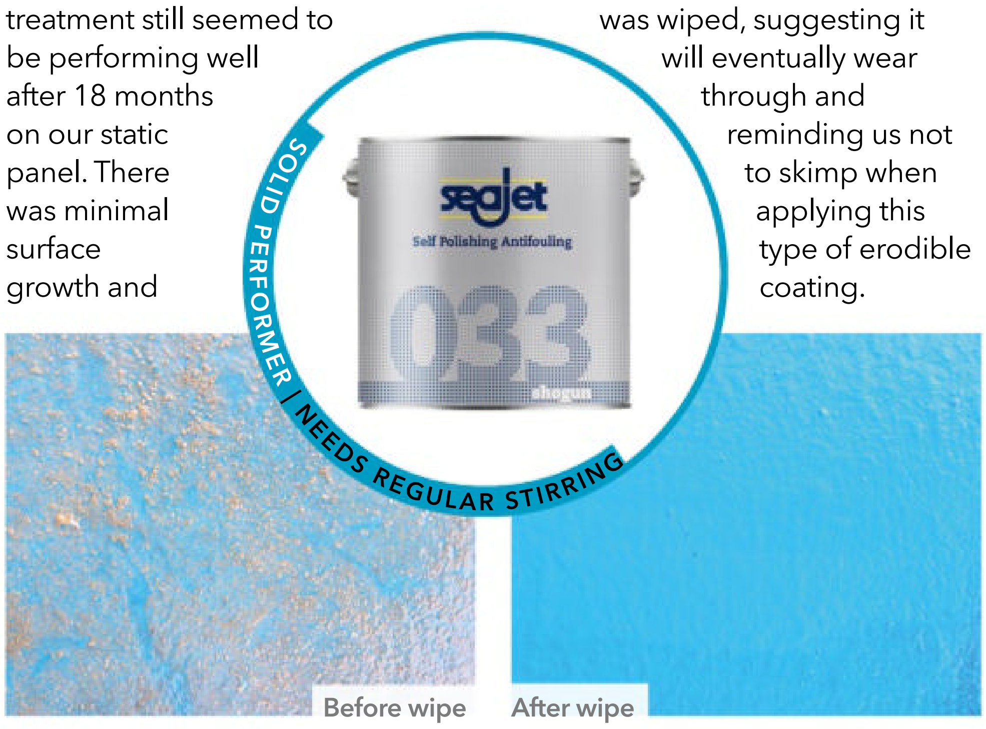


SEAJET 033 SHOGUN

£292p/a

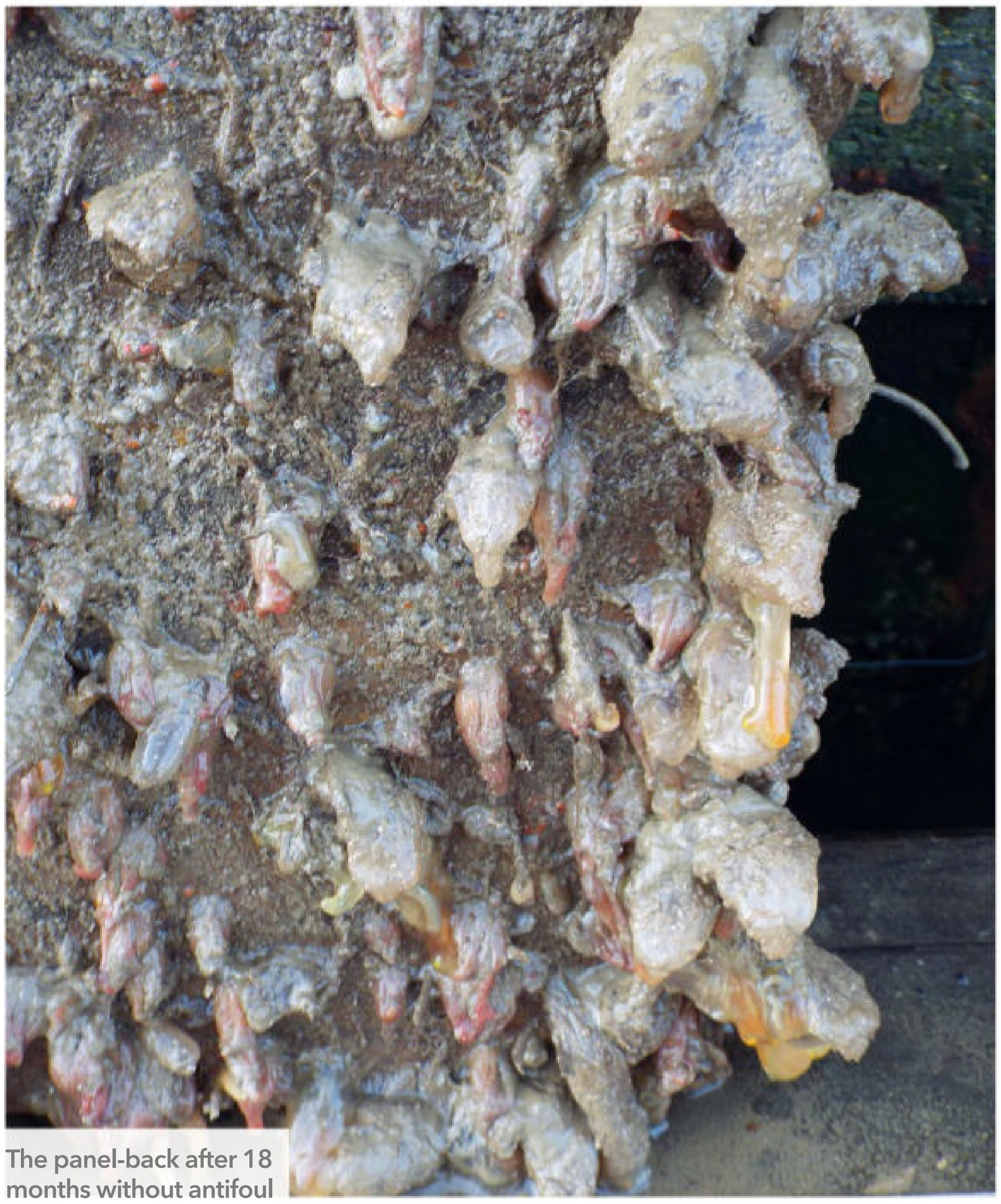
TYPE Soft eroding biocide antifouling
EXPECTED LIFESPAN 1-2 years
***MBY* RATING** ★★★☆☆

Sold as a premium self-polishing annual treatment for boats capable of up to 40 knots in areas of high fouling growth, this antifouling treatment still seemed to be performing well after 18 months on our static panel. There was minimal surface growth and only a light smattering of slime. As expected, a certain amount of blue coating did release onto the sponge when the panel was wiped, suggesting it will eventually wear through and reminding us not to skimp when applying this type of erodible coating.


SOLID PERFORMER | NEEDS REGULAR STIRRING
seajet
Self Polishing Antifouling
033
shogun

Before wipe

After wipe



The panel-back after 18 months without antifoul

RIGHT: The sponges used for the wipe test

CONCLUSION

While the results of the long-term panel test have helped to back up the findings from our original boat-based test, there was not a big enough difference between the performance of the various different coatings to justify changing any of our original boat-based star ratings. All seven products provided a good degree of antifoul protection when compared with the growth on even the smallest untreated sections of the panel. The extra fuel cost in dragging a carpet of unsightly fouling like this on the underside of your hull does not bear thinking about.

Our tests prove that even a moderately priced traditional copper biocide can provide all the short-term protection you need. But be prepared to keep an eye on soft, self-polishing and erodible coatings such as Seajet Shogun, Hempel Tiger Xtra or Jotun NonStop 2, because they will need topping up each year or re-applying in full every two seasons. The fact that our test panel wasn't moving may have helped extend the life of these products.

Hard coatings such as Coppercoat or International Ultra 300 lend themselves to the extra friction from faster hulls but may need occasional scrubbing to maintain their performance when the surface layer starts to lose its potency. They are designed to withstand being scrubbed and should not get damaged if you keep your boat on a trailer or in a dry-stack. However, on the basis of this long-term panel test, they seemed to maintain their performance for the full 18 months without any intervention and in the case of Coppercoat should carry on doing so for years to come.

If you're willing to invest the extra time and cost of applying a silicone-based foul release coating, either of the two that we tested will, on the evidence of this test, do a very good job for you, even if your boat isn't used that regularly. The fact that they do this without the use of biocides can only be a good thing for the long-term health of our rivers and seas. You do need to follow the instructions carefully, because each of the three stages of primer, tie-coat and top-coat need correct application for the coating to perform well as a whole. However, once applied, they should last for several years but tread cautiously with your annual maintenance routines, because a powerful pressure-washer can dislodge the layers if held too close.

DOMETIC CFF12 PORTABLE COOLER

The ability to keep food and drink cool on a boat can make or break a day out on the water, and the smaller the boat, the harder this tends to be to achieve. So it's great to see Dometic improving not just the design of its smallest cooler but the capacity – the company has eked out an additional 18% of internal volume (from 11 litres to 13 litres) despite being almost the same size as its predecessor. To put that into perspective, the inner space is now big enough to hold 20 standard size 0.33-litre cans.

The lightweight compressor technology and 'super-slim' design of the Dometic CFF 12 make it easily portable, and a useful new feature is the detachable cupholder with adjustable fingers to hold various sizes of bottles and tumblers. It will run from an AC source of 100-240 volts or 12/24V DC and the temperature is adjustable between +10°C and -18°C – cold enough to keep ice creams frozen.

There is also a small external storage compartment for items such as phones and keys to be placed, and a shoulder strap makes it easier to transport from car to boat or just up the beach when you arrive.

PRICE £489
CONTACT www.dometic.com

TOY OF THE MONTH

SILENT TENDER 400

Electric powered carbon fibre tender is a breath of fresh air

Silent Yachts is best known for its large and efficient solar-powered catamarans but its new baby is a four-metre, carbon-fibre, rigid-hull planing boat. Able to carry six people 'with ease', it's small enough to fit on the bathing platform of Silent Yachts' smallest 60ft power cat but crucially, that carbon-fibre construction means that, at 90kg (excluding motor), it's also light enough.

Buyers are able to choose between various inboard and outboard propulsion options. Inboard power comes in the from of a 20kW electric water jet, offering extremely low draft and ease of handling as well as the safety benefits of no exposed propeller. For more speed, choose the electric outboard option, with either 20kW or 30kW, depending on the package selected. The higher rated motor is capable of propelling the boat at more than 20 knots, for 'an exciting, sporty ride'.

A 16kWh lithium battery is standard or you can upgrade to 20kWh unit. At 10 knots, expect a minimum of two hours' drive time. Fast on-board charging can replenish the battery in 2.5 hours but a price of €70,000 means refilling your wallet may take longer!

PRICE from: €70,000
CONTACT www.silent-yachts.com

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SPINNAKER
Fleuss
LIMITED EDITION

SPINNAKER SP-5108 FLEUSS

Named after pioneering diving engineer and master diver Henry Fleuss, the mother of pearl dial is the big news about Spinnaker's latest watch, the SP-5108 Fleuss. The result of hours of work, care and precision to carve, slice and etch from pearl oysters and available in three colours, Midnight Pearl (black), Marine Pearl (blue), White Pearl (white), each dial is one of a kind. They're installed into a 43mm 316L stainless steel case, waterproof to 500ft/150 metres/15ATM with a unidirectional hardened glass bezel allowing timing for up to one hour (unidirectional means that if you accidentally knock it, you can only give yourself less time – handy when timing dives!) The stainless steel strap has a safety lock and button to stop it coming undone by mistake and there is a sapphire crystal caseback so that you can admire the Seiko NH35 automatic movement.

PRICE £390 **CONTACT** www.spinnaker-watches.com

SPINNAKER
LIMITED EDITION

SIMRAD HALO 2000 AND 3000

Simrad has launched its most powerful radar scanner ever, the Halo 3000. Launched in conjunction with a new Halo 2000, both are open array radar scanners featuring higher power pulse compression and improved detection ranges. HALO 2000 comes with 50 watts of power, ensuring visibility out to 72 nautical miles, while HALO 3000, Simrad Yachting's most powerful open array radar with 130 watts of power, provides visibility out to 96 nautical miles. To put that in perspective, given a sufficiently high mounting point, the radar should never be out of range of land anywhere in the English Channel.

Solid state, pulse compression technology means that the scanners are ready for use within 25 seconds of a cold start or instantly from Standby mode, a huge improvement on traditional Magnetron technology. ZoneTrack tracks up to 50 vessels within a defined area, providing course and speed information to aid situational awareness. Dangerous Target Alerts graphically highlight range, bearing and heading of other vessels relative to yours. VelocityTrack shows targets colour-coded so you can identify potential threats at a glance. On the HALO 3000, a new Bird+ Mode activates the radar to solely focus on maximising 130 watts of power on targeting and identifying flocks of birds at ranges of up to eight nautical miles, to which 90% of the boating fraternity will ask 'why?' And the 10% who are serious offshore fishermen will reply 'find the flocks of birds offshore and you've found the fish – that's why they're there'.

PRICE from: £6,380

CONTACT www.simrad-yachting.com

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12.3
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ACELERON ESSENTIAL 2.0 LFP BATTERY

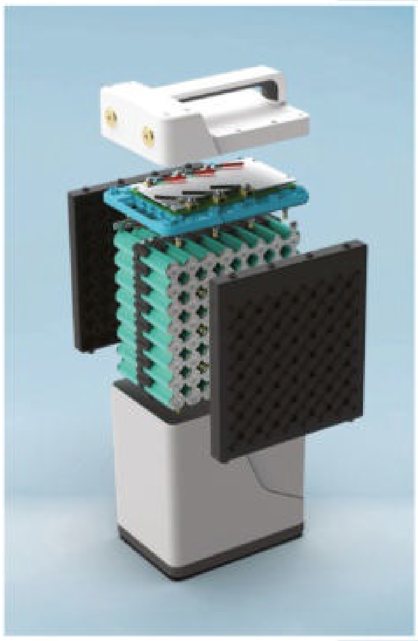
Lithium battery technology continues to accelerate and the major innovation of this one is that it can be taken apart for maintenance, repair and upgrade over time. Unlike the vast majority of batteries, when if one part fails, the entire unit needs to be replaced, the Essential 2.0 has a potentially infinite lifespan. And any parts that need replacing are redistributed for use in second-life products, or sent for recycling.

It's also an LFP battery, meaning it's a lithium-ion-phosphate one. That P is important. LFP batteries are the only type of li-ion battery currently recommended for marine use (automotive li-ion batteries containing nickel, cobalt and manganese can be prone to overheating unless very precisely controlled).

A group-31 standalone LFP battery, it is equipped with a BMS that now boasts Bluetooth and CanBus (via RS485) connectivity, enabling local, on-vessel network and remote monitoring capabilities. This means performance parameters such as charge/discharge, number of cycles and internal temperature can all be monitored remotely – ensuring onboard battery power is the safest it can possibly be.

Reaching 200A+ peak power and guaranteed for 5,000 cycles, the Essential 2.0 is available in 12V, 24V and 48V configurations. If required, multiple batteries can be connected together to achieve more than 2,000 Ah capacity.

PRICE From £1,120
CONTACT www.aceleronenergy.com



ESSENTIAL
Designed for the Circular Economy
ACELERON

IRIS ATOM

It's a sign of getting old when you marvel at the level of technology coming on stream for leisure use, ruminating on the day your father finally upgraded the suite of electronics on the family Hurley 22 by adding a Seafarer VHF radio to the existing flashing LED echo sounder and tow-line speed log. It makes you wonder what will have today's kids looking back on dad's thermal imaging camera with fond memories of simpler times!

Unlike cheaper low-light night vision cameras, this is a genuine thermal imaging device. It features a high-definition two mega-pixel visual spectrum camera with 10x optical and 10x digital zoom, and two options of high-resolution 12-micron thermal cores (400×300 and 640×512 resolutions). Both options boast an ultra-sensitive detection range of <40mK. The cameras can interface over IP directly to Iris CMAC camera management systems and compatible multi-function displays. The camera is built into an IP66 waterproof case and each camera module has its own IP address, meaning the cameras can be configured, controlled and switched separately.

An RS485 Serial Data connection is also provided to maximise control options, allowing the cameras to be controlled via NVR or computer, as well as Iris's CMAC range of camera management systems or CCTV joystick controllers supporting the Pelco-D protocol.

PRICE £2,950 **CONTACT** www.boat-cameras.com

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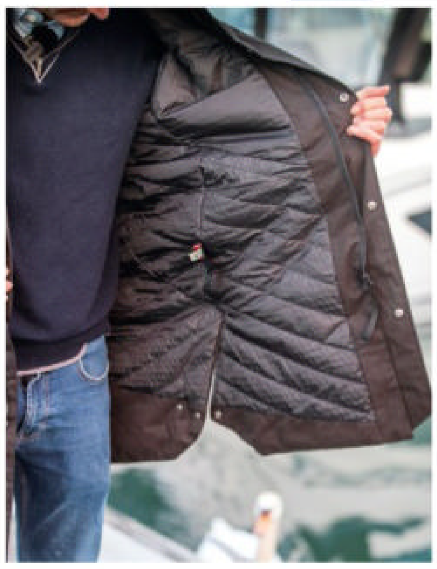
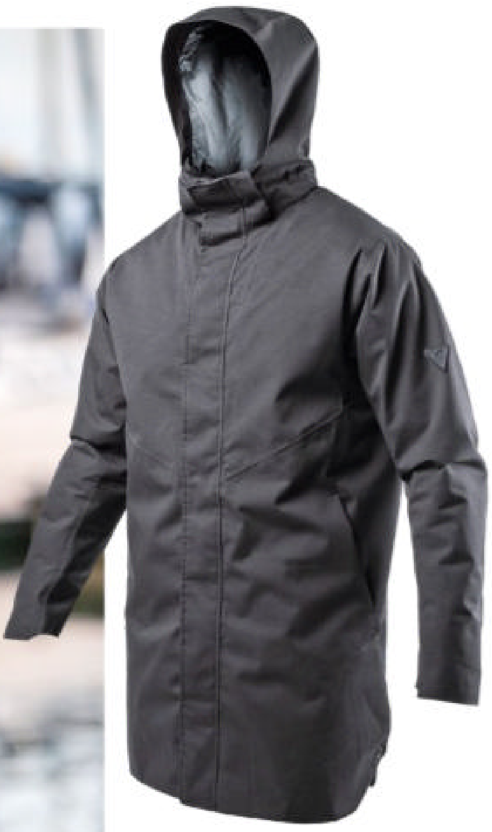
TESTED BY *MBY*
ZHIK BROADSIDE COAT

It's surprisingly hard to find a properly warm all-in-one winter boating jacket these days. The current trend is for layering so the outer layer takes care of water and windproofing but relies on the mid and base layers to provide warmth. That makes a lot of sense when sailing across oceans with restricted space for packing as it allows you to add or strip off layers to suit but at home or on a motor boat it's often easier just to chuck on a single coat that does it all. That's where this Broadside coat, from Australian boating gear specialist Zhik, comes into its own.

Long enough to keep your trousers dry in all but the heaviest of downpours and warm enough to slip over a shirt or jumper without the need for an extra fleece in-between, it has become my go-to winter coat. The secret to its warmth is a new waterproof and heat reflective outer material called Vecta that only requires half the normal thickness of insulation (made out of recycled plastics), resulting in a very warm but less bulky coat.

I have been wearing it all winter through freezing temperatures and persistent rain and never once got cold or wet. The all-black design means it has clearly been designed as a hybrid boat/shore coat rather than a high-vis sailing jacket but it does mean you can get away with wearing it in the town or country as well. I particularly like the extra deep hand-warmer pockets and side vent openings that allow you to grab your phone from your jeans without having to pull up the hem. But most of all I love the genius magnetic zip fastener that automatically engages the two ends to save fiddling around trying to slot them into place with cold fingers.





LEFT: Waterproof and heat reflective outer layer reduces the amount of insulation needed to stay warm

My one small gripe is that I'd have preferred a hood that stows away in the collar rather than a removeable one which either flaps around behind you or has to be left at home. **Hugo**

PRICE £349.95

CONTACT www.zhik.com

***MBY* RATING** ★★★★☆

TESTED BY *MBY*
LOMO VENOM WETSUIT

Lomo is a supplier of good quality boating gear at unusually reasonable prices and they've done it again with this new Venom wetsuit. For too long I struggled to get by with just my regular short-sleeved summer wetsuit for everything from waterskiing and windsurfing to paddleboarding and kayaking but in spring and autumn, or even a windy summer's day, my extremities now get too cold.

The Venom is an all-season 5-4-3 wetsuit, so the torso area is made from 5mm neoprene, the legs from 4mm and the arms from 3mm. This enables your core to stay as warm as possible while still allowing sufficient flexibility for your arms and legs to do their stuff.

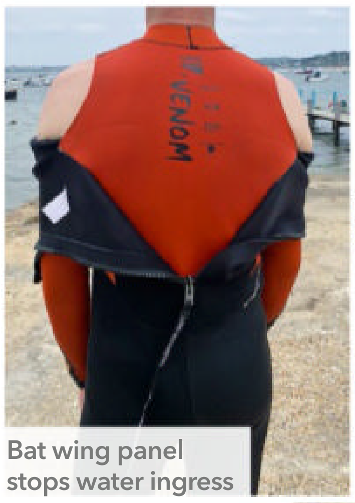
All the seams are glued and blind stitched on both sides (the needle never penetrates all the way through) for both strength and impermeability while the neck features an extra 'bat wing' panel that stops water coming through the zip from reaching your back by funnelling it out through drainage holes at the base of your spine.

It is a bit of a wrestle to take off and it took a couple of tries to find the right fit (the medium suited my build but I needed the extra length of the large). This aside, it makes off-season watersports vastly more comfortable without breaking the bank. **Hugo**

PRICE £135

CONTACT www.lomo.co.uk

***MBY* RATING** ★★★★☆



Bat wing panel stops water ingress

Body panels are thicker than arms and legs for warmth and flexibility

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HOW TO

ENTER A HARBOUR AT NIGHT

WORDS Jon Mendez **PHOTOS** Richard Langdon

SEE MORE
mby.com/howto

ABOVE: Before entering a harbour at night you need to have your charts ready and night vision lights to hand

Entering a harbour at night is a very different challenge to entering during the day. If you haven't carefully considered what you are looking for and when, it can be very confusing or even dangerous. In addition to your normal safety equipment, the key points to think about before attempting a night entry are to check that your navigation lights are working, keep a small head torch close to hand for seeing what you are doing on the boat and a red light for chart checks that won't ruin your night vision – I like having two separate torches so you don't blind yourself with the wrong switch. Lastly, get a decent handheld spotlight in case you need to illuminate something or someone afloat.

The next step is to plan your approach so that you and your crew have a clear idea of what should happen when so they can play a crucial role as lookouts. The boat we used did not have a radar, which can be a real aid at night, especially on a bigger boat, but it's perfectly possible to manage without. In fact, while a night entry can be daunting at first, personally I find it far simpler, as each individual buoy is lit with its own distinctive colour and pattern, making it much easier to identify than during the daytime, when they all look much the same – either red, green or cardinals.

Here in Poole we have a huge harbour but that presents its own challenges as once through the main harbour entrance there are three possible channels with so many lights that you need to know exactly what you are looking for and how to identify it. The area is covered by IALA 'A', which means the buoyage is identifiable by three key features: the colour and combination of colours on the buoy itself; the shape of their topmark; and, for night passages, the colour and flashing sequence of the light.

Starboard-hand markers all flash green, port-hand markers red and cardinal marks white but the colour, flashing sequence and timing are all marked on the chart beneath each buoy.

So, for example, the first starboard buoy in the channel leading to the harbour entrance is Bar Buoy No1. On the chart this has Q.G marked beneath it, meaning a Quick Green light every other second. The next is Fl.G.3s (Flash of Green every 3 seconds) and the one after that is Fl.G.5s (Flash of Green every 5 seconds). There are corresponding red marks on the port side of the channel.

In reality, this information is much easier to see and absorb from either a paper chart or the relevant page in the almanac, rather than from an electronic chartplotter – as you normally have to hover over each buoy with the cursor to see the light's characteristics.

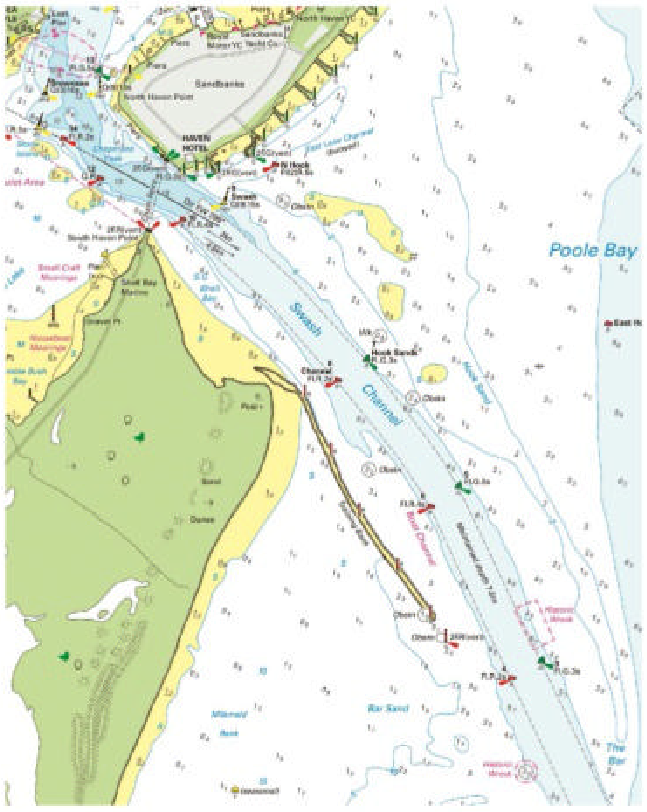
Just before the entrance itself, is a West Cardinal Q(9)15s ,which means 9 quick white flashes every 15 seconds. Immediately after that is a second West Cardinal again Q(9)15s, so you need to be certain which is which.

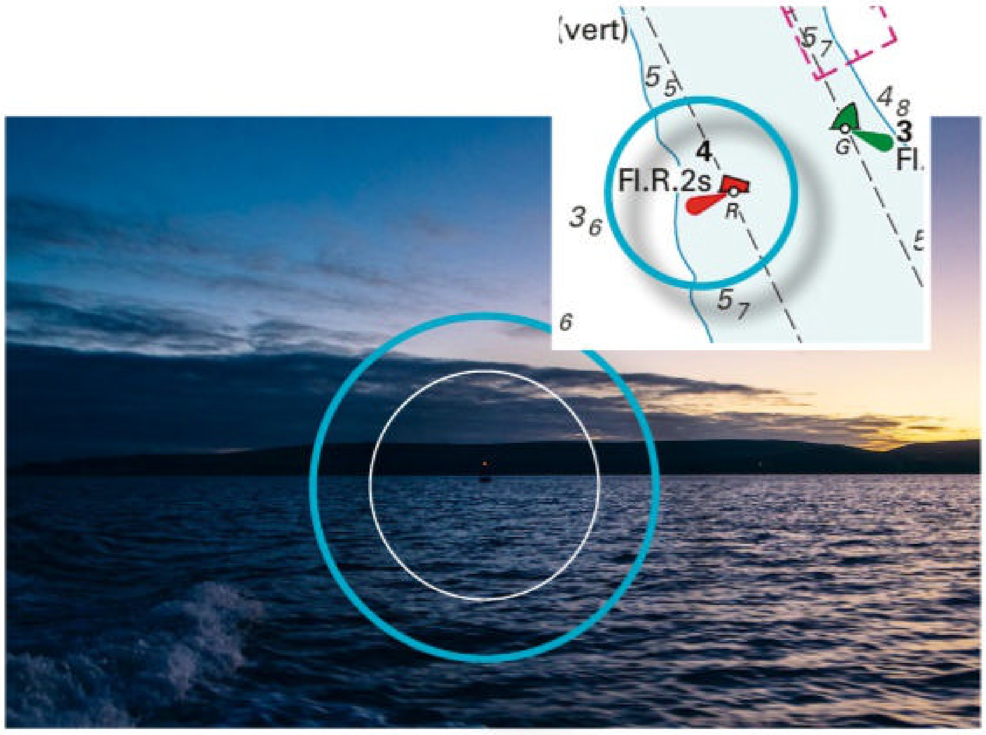
From here there are three choices: west towards the smaller Islands or north-eastwards to choose either the Main Ship Channel, or the smaller North Channel. The marks for both are remarkably close together and some have the same timings for their lights, so it's crucial to spot the correct channel as in between are sandbanks that dry at low tide.

Once you have chosen your channel the new challenge is to spot your marks against the myriad lights of Poole town and the quay behind. Once at your intended marina, organise lines and fenders, then try to bring your boat alongside and secure your lines from the safety of the cockpit before stepping ashore as it's easy to misjudge distances in the dark.

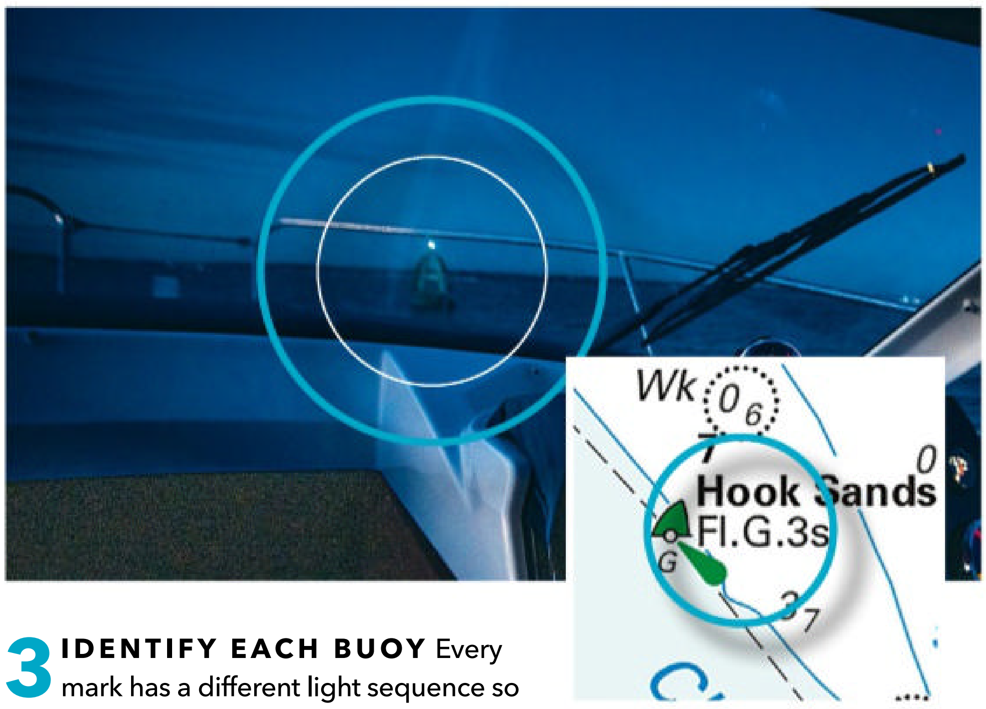
1 PAPER CHARTS

Using a paper chart of the area in question makes the light characteristics of each buoy much easier to find than on a small plotter screen.
The letters beneath each buoy denote the colour and sequence of each light. If no colour is specified it is white.

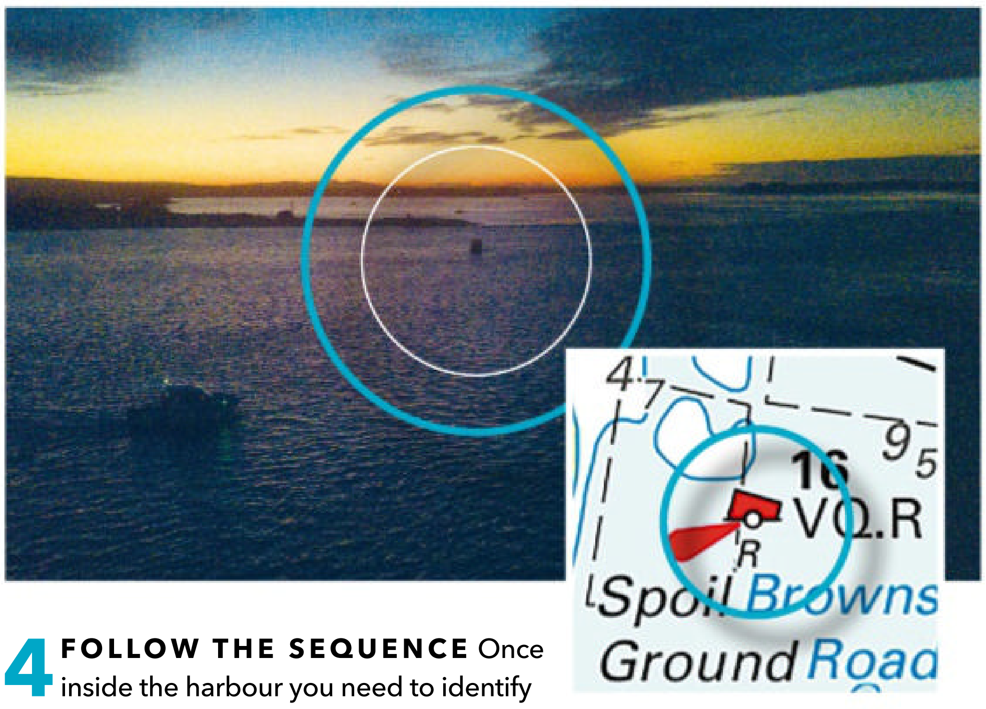




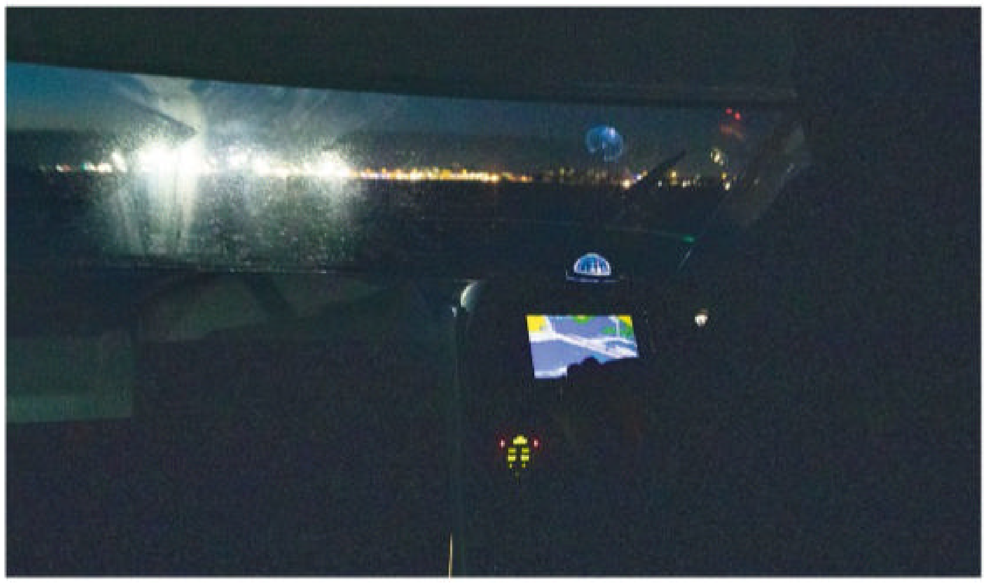
2 SPOT FIRST BUOY The entrance to the channel leading to Poole harbour is marked by the Bar Buoy No1 starboard marker Q.G (Quick Green) and No 2 port marker Fl.R.2s (Flashing Red every 2 seconds). In this image we have just passed the port marker (circled in blue).

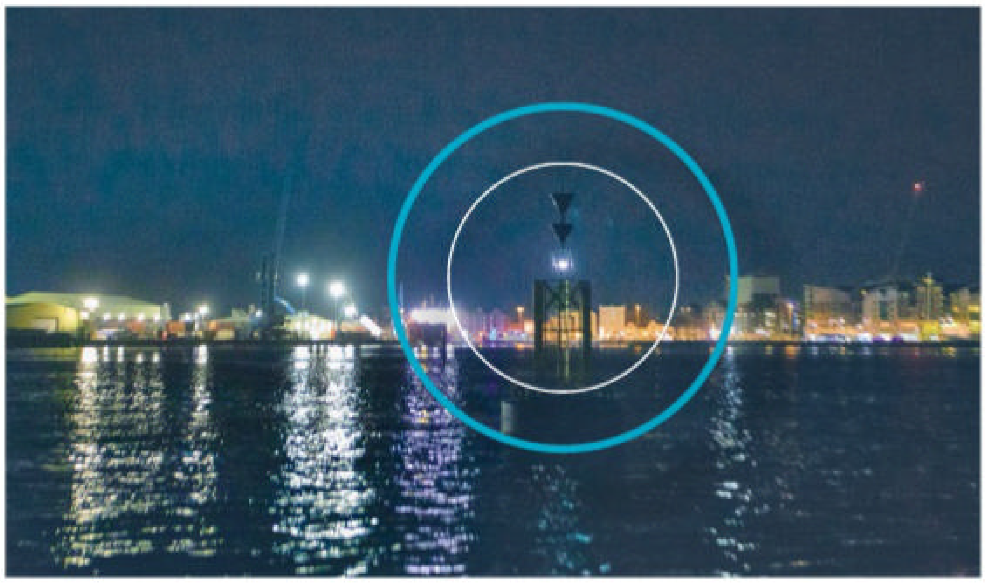


3 IDENTIFY EACH BUOY Every mark has a different light sequence so you can identify each one and tick them off as you pass. This is starboard lateral mark No7 Fl.G.3s (Flash of Green every 3 seconds) just off our starboard bow. I like to leave at least a 10m gap between the boat and anything solid.



4 FOLLOW THE SEQUENCE Once inside the harbour you need to identify the right channel and follow the sequence of buoys to your marina. Looking too far ahead and missing out a single channel marker could cause you to run aground. In this photo you can just see the outline of port marker No16 VQ.R (Very Quick Red) 30m off our port bow.





5 PRESERVE YOUR NIGHT VISION Getting the balance of screen brightness on the plotter is crucial – too bright and you will ruin your night vision and all chances of spotting your next mark. The same goes for a paper chart – always use a red night vision torch rather than a white light.

6 TAKE YOUR TIME Trying to pick out a white navigation mark against the bright lights of a town can be tricky so take your time to check its distinctive flashing sequence. This image shows the Stakes South Cardinal Q(6) + LF15s (6 Quick flashes followed by one Long Flash every 15 seconds).

ALL CHARTS: www.imray.com

FL 5844 TJ
AXOPAR

THE DOWNSIZING DREAM

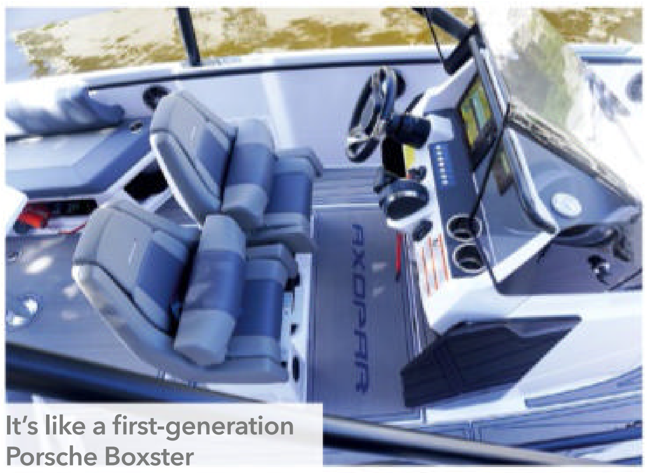
Princess V48 owner, Elliott Maurice, invests in the ultimate everyday runabout

Emigrating to Florida nearly six years ago saw some big changes in my boat life. I took my current boat, a 2006 Princess V48, with me and ran it out of Miami for nearly five years, enjoying a wonderful trip of nearly 2,500 miles, up through New York and into Lake Erie. But the Covid lockdown also saw some big changes in my lifestyle. I sold my main home at a Florida country club and bought a three-storey town house on a canal, just 15 minutes from the Intracoastal Waterway. I also sold my one-bedroom marina apartment on Lake Erie and bought a big house right on the lake. The idea behind all of this was to split the year in two. I wanted to enjoy perfect winter boating in Florida before heading north for equally perfect summer boating on the Great Lakes, with vast cruising grounds, multiple islands and plenty of waterfront cities like Chicago and Detroit.

A BOAT FOR THE SOUTH

Once my Princess was safely installed alongside my wife's 1999 Donzi 22 up north, awaiting their summer of fun, I needed a boat for Florida. My wife suggested a military-style RIB or an adventure boat like the XO DFNDR – but I had other ideas. As the boat was going to sit in warm saltwater behind the house, outboard power was a must. Access to our end of the canal is via a low bridge, and a big spring tide only provides about six feet of clearance for hours at a time, so air draft also had to be considered. Really good shade significantly increases a boat's usability in Florida and a decent heads was definitely on the wish list.

In terms of size, we needed it to be under 25 feet for easy docking at busy waterside restaurants but we still wanted enough space to take six people out in comfort. Our choice quickly moved toward a centre console with walkaround decks, a decent helm and raised bulwarks so we could take our little dog along without any safety concerns.


It's like a first-generation Porsche Boxster

But having whittled down my choices, it seemed that almost every sub-25ft centre console boat was optimised for fishing. They all seemed to have forward seating areas with big aft decks, fold-down bench seats, live bait wells and rod holders. But I don't like running at speed with people on the bow and I had no intention of fishing off this boat. So when I passed the Axopar stand at the Miami Boat Show and caught sight of a bright blue 22 T Top JOBE addition, I was immediately impressed. With its aft U-shaped bench layout and huge canvas T-Top, it appeared to tick every box.

A quick chat with the dealer revealed a six-month lead time but that was no issue for me, as I was heading north for the summer anyway. So with a sea trial booked and a provisional deal worked out, I went home and mentioned my choice to my wife. Her only comment was slightly cutting: "Kind of expensive for a runabout, don't you think?!" And with all the bells and whistles pushing the price of the Axopar 22 to nearly $110,000, she had a point – but she agreed to come with me on the sea trial.

It's become the go-to means of transport

Popping out for lunch is child's play on the 22

EARLY IMPRESSIONS

Taking the helm as we pulled off the dock, I was immediately stunned at how true the boat handled. I had never driven a small boat that didn't hunt around like a pig sniffing out truffles but this was arrow-straight. The 200hp Mercury V6 was barely audible at idle and super-smooth too. I was astonished by how slick it all felt.

Powering onto the Intracoastal, we flew up onto the plane and were doing more than 35 knots before I even had a chance to glance down at the dials. It was fantastic fun, crossing wakes and carving high-speed turns. In fact, I began to wonder how a boat this fast could be described as "the ideal starter" by the boating press. It's like the first-generation Porsche Boxster – everything you need, flawlessly executed in a compact sporting package. Needless to say, the deposit was paid and the order signed that very same day – and in September 2022, *Bare Necessities* finally arrived.

Prior to delivery, I had the dealer install a pair of underwater lights and extend the engine warranty to five years. I also tagged along on the PDI inspection and pre-delivery sea trial, so I could take advantage of the captain's knowledge. A few days later, when I picked the boat up, I actually got warned to slow down by a policeman. But like I say, this is a fun boat to drive fast…

> **Three months and 40 hours in, I can't praise the Axopar highly enough**

A NEW LEASE OF LIFE

Three months and 40 hours into ownership, I can't praise the Axopar highly enough. It is a completely different experience to running a 50ft motor yacht. Having a boat that takes less than five minutes from getting on board to moving off the dock is a revelation.

It's so easy to enjoy all the waterside restaurants and bars from Pompano Beach down to Miami. And even better is the fact that it takes just 15 minutes at the end of the day to get the boat flushed, washed down and covered up. I've had it out in Atlantic swells too, which involves crossing 4-5 foot standing waves out of Hillsborough inlet – and although it's bumpy, the boat is dry, stable and completely creak-free.

In terms of costs, the 30 gallons of fuel I used in the first 20 hours would equate to around 300 gallons of diesel in the Princess – and that's part of what has made the Axopar our new go-to means of transport. It's so easy and fuss-free that it sparks requests like "Let's go grab dinner on the boat" or "How about happy hour?" I'm already planning a summer of fun on Lake Erie in my Princess V48. I'm looking forward to going away with my friends and putting some serious miles on the clock. But I've been so impressed with my new Axopar that I'll be taking that north for the summer too!

Air draft is as critical as length in Miami

OUR BOATS SOON TO BE FEATURED...

PRINCESS F55
Mango, Portsmouth
Henry Firman charts his journey from passionate hobbyist to charter professional

FAIRLINE Targa 34
Albany, Bursledon
Can Phil Sampson finally get to the bottom of his diesel heating difficulties?

MITCHELL 28
Let's Go 2, Emsworth
Gilbert Park swaps his much-loved Nimbus 365 for a tough little 28-footer he can park next to his house

THE REAL COST OF CRUISING

Rick Channon crunches the numbers to find out exactly how much five years of entry-level cruising has cost him...

Classic ANTARES 8

Over the last five years, I've covered 1,675nm in *Greyfin* – the equivalent of circumnavigating the UK and Ireland. So I thought it would be a good time to do a full review of my costings, so that those who are new to boating can get a firm grasp of the kind of financial commitment a compact multi-purpose family sportsboat involves.

THE IDEAL BOAT

Greyfin is a 2015 Beneteau Antares 8. Though billed as a sportsfisher or family weekender, I would consider her an entry-level cruiser. She is 8m (27ft) long and weighs about 3,000kg, loaded with fuel, water and equipment. She has a 200hp Nanni Diesel motor (a marinised 3-litre Toyota Land Cruiser engine) and is shaft driven by a 4-blade bronze propeller through a ZF gearbox. She has a shallow keel for directional stability and is, in spite of her sporty looks, a semi displacement vessel with a top speed of 20 knots and a cruising speed of 15 knots. For those looking for more performance, there is also an outboard version with a full planing hull.

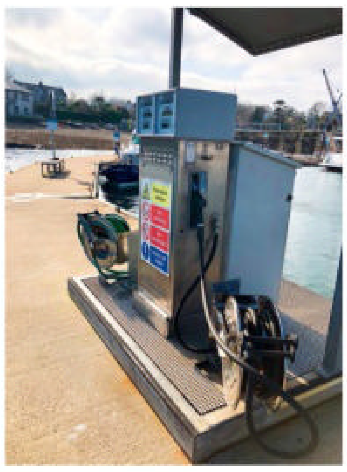
For a small boat, *Greyfin* is well equipped. She features a practical galley, a comfortable heads with shower and a decent size cabin and cockpit. She also comes with heating, an electric windlass, hot and cold water, a bow thruster and a swim shower. In other words, she has all the basic essentials for long weekends on board without being overly complicated – and that's exactly what I need.

ANNUAL EXPENDITURE

I keep *Greyfin* on a swinging mooring at Mylor in Cornwall and she spends the winter months on the hard, under a cover. I use her a lot, at least once a week in the summer, and I usually spend a night or two on board. In fact, over the last five years, I've spent 300 days and more than 130 nights on *Greyfin*, most of them at anchor around Cornwall's beautiful coastline. So, what has all of that entertainment cost me? Well that's quite easy for me to answer, as I run a separate bank account for my boating expenses. I've spent £24,500 over five years, which is roughly £5k a year. That includes all the major maintenance items and it falls neatly into line with the old adage that a boat's annual running costs will be around 10% of its value.

At just over £2,000 a year, mooring fees are my largest annual expense but that includes winter storage in the yard, a water taxi to and from my boat, car parking, dinghy storage and harbour dues, all of which would cost a lot more if paid for separately. If I kept my boat in the marina, I would be paying double and, even within the same estuary, costs can vary a great deal depending on the convenience of the mooring and the authority administering it. But I am in quite an expensive area and on a very practical mooring so I'm happy with the set-up.

I am an advocate of thorough maintenance so at around £1,250 per year, another quarter of my annual spend goes on engine upkeep. My costs may seem low to some people but



LEFT: A fuel bill of just £260 per year has been a very pleasant surprise

FAR LEFT: Having cost just £60,000 in 2017, Rick's Beneteau Antares 8 has suffered almost no depreciation at all

a single-engined shaft-driven boat definitely sits at the more economical end of the scale. Outboards tend to be a bit cheaper and inboards on outdrives would be a bit more.

I also change the belts, filters, oil and impellers every year and have now done all the major jobs within this five-year window. These include replacing the cutlass bearing, cambelt and water pump and stripping the raw water system to clean the heat exchangers.

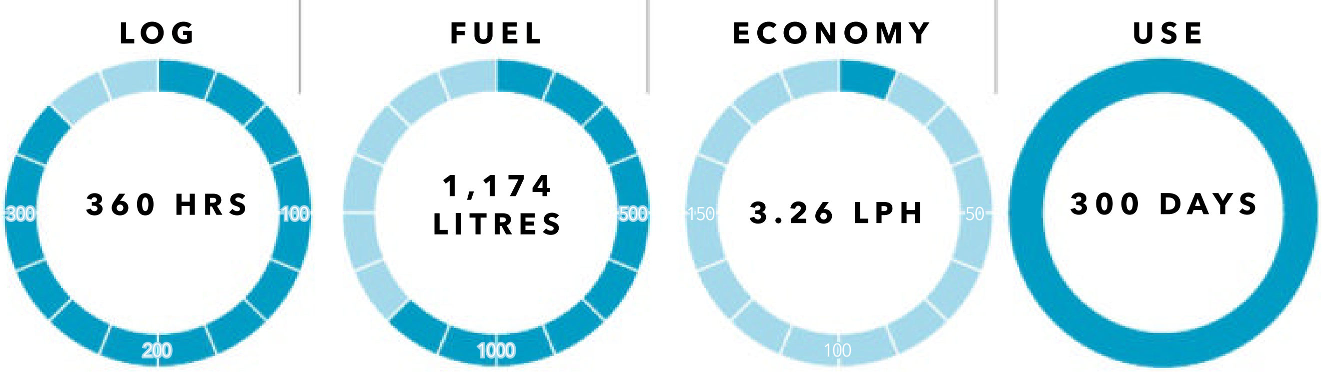
THE FUEL BILL

My fuel spend over five years has come as a major surprise. It's cost me £1,300 for 1,175 litres to cover 1,675nm over 360 engine hours. That equates to 3.3l/h or around 0.7l/Nm. Interestingly, if I drove my car for the same amount of time, I would use the same amount of fuel. I would of course travel a lot further (10,800 miles @30mph and 40mpg) but since time on board rather than distance covered is my boating priority, my fuel consumption at cruising speed is reassuringly low. If you prefer to zip around more rapidly, then you might easily increase that fuel spend from £1,300 to nearer £3,000. But with my fuel accounting for just 5% of my total spend, I'm content that I'm getting things pretty much right.

RUNNING COSTS *GREYFIN*

YEAR	2018	2019	2020	2021	2022
FIXED ANNUAL COSTS					
Mooring fees	1920	1968	2024	2024	2096
Servicing	607	569	685	655	1001
Yard services	497	504	718	735	730
Insurance	392	392	392	414	375
PERIODIC COSTS					
	Cambelt			931	
	Cutlass bearing			323	
	Clean raw water system & heat exchangers			1287	
	Hull wax & polish			210	
CONSUMABLES					
Fuel (Diesel)	355	167	170	242	382
Batteries			136	125	
Electricity ashore	70	72	75	75	75
Gas	27	30	30	30	32
Anodes	80	75	100	95	100
Antifoul	75	80	80	85	90
Total	£4,346	£3,857	£5,341	£5,767	£5,091

METRICS – 5 YEAR TOTALS



ADDITIONAL COSTS

Other consumables include shore power to keep the boat dry and warm throughout the winter. They also include gas for cooking and batteries and anodes, the majority of which I seem to replace each year. Yard costs should not be forgotten either, as they do add up – in my case to about £500 per year.

There are the launch and haul-out charges and, as I get older, I tend to do less of the basic maintenance myself so in addition to the occasional hull wax and polish, I also get the yard to antifoul my boat at the start of the season and pressure wash her at the end.

One cost I haven't included in my figures though are the toys you inevitably acquire over the years, such as paddleboards and canoes. And like the toys, boat customisation has also been omitted from my costings because, to my mind, that represents a hobby in its own right. In fact, many of the items on my boat are Christmas presents from family who have been grateful for the chance to give me something other than socks and slippers.

But potential boaters beware. Though boat ownership might look pretty affordable from the table of figures above, you will find that a new boat is merely a starting point for all kinds of items you didn't know you needed!

FAR LEFT: Rick has spent more than 130 nights on board **LEFT:** The yard fees do mount up but they're worth it for convenience and value retention

BUYING A USED...

SEAWARD 35

From the multitude of names, makes and brands inhabiting the marine ecosystem, few attract such universal acclaim as the Nelson hull. Much loved by pilots, port authorities, the military, police, commercial operators and leisure boat owners alike, this semi-displacement masterpiece has been making waves (literally and figuratively) since its creation in the early 1960s.

The man behind the original design was Peter Thornycroft, a third-generation member of the family whose eponymous company eventually became part of British Shipbuilders. Following a distinguished career in the British Navy, Peter Thornycroft formed two companies, Keith, Nelson & Company Limited in 1955 and, a decade later, TT Boat Designs. Incidentally, the Nelson name has nothing to do with the one-armed chap in Trafalgar Square – it comes from Arthur Nelson who, together with Keith Butt, was building boats locally when Thornycroft arrived and employed them. Their operating name of 'Keith, Nelson' was retained in the new firm's title on becoming a limited company.

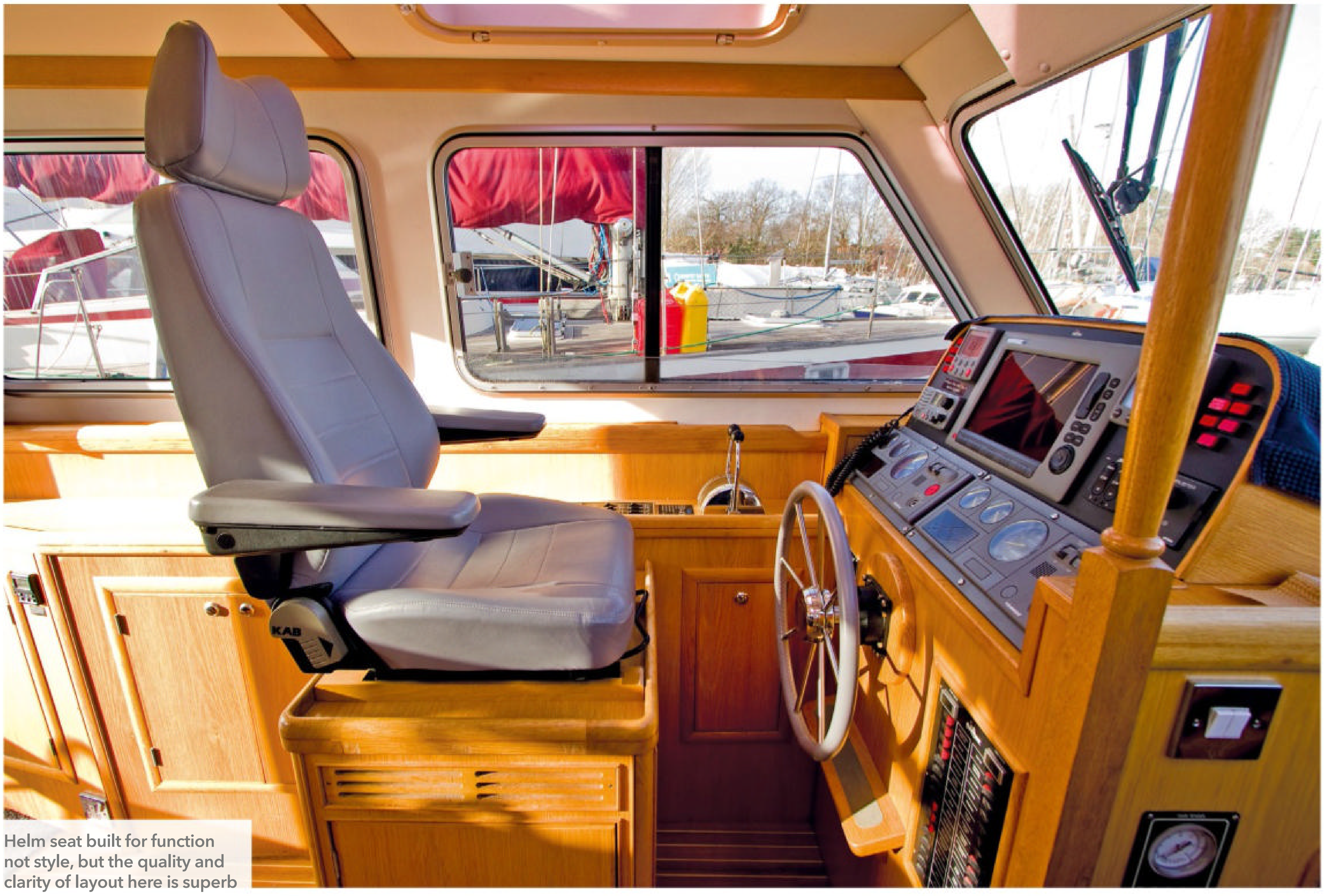
The story of the Nelson hull itself can be traced back to a 29-footer of 1959 vintage built for amateur yachtsman and scion of the banking dynasty Leopold de Rothschild. The success of this vessel led to the Nelson 32, followed by the best-selling Nelson 34 in 1962 and, two years later, the Nelson 40. Of these, the 40 was a game-changer as it enabled pilots to travel to and from shore in any weather, doing away with the need to station them out at sea on waiting boats for extended periods of time. This go-anywhere-anytime reputation led to numerous boatbuilders engaging TT Boat Designs and its subsequent chief designer Arthur Mursell to create their own take on the Nelson hull.

ISLE OF WIGHT

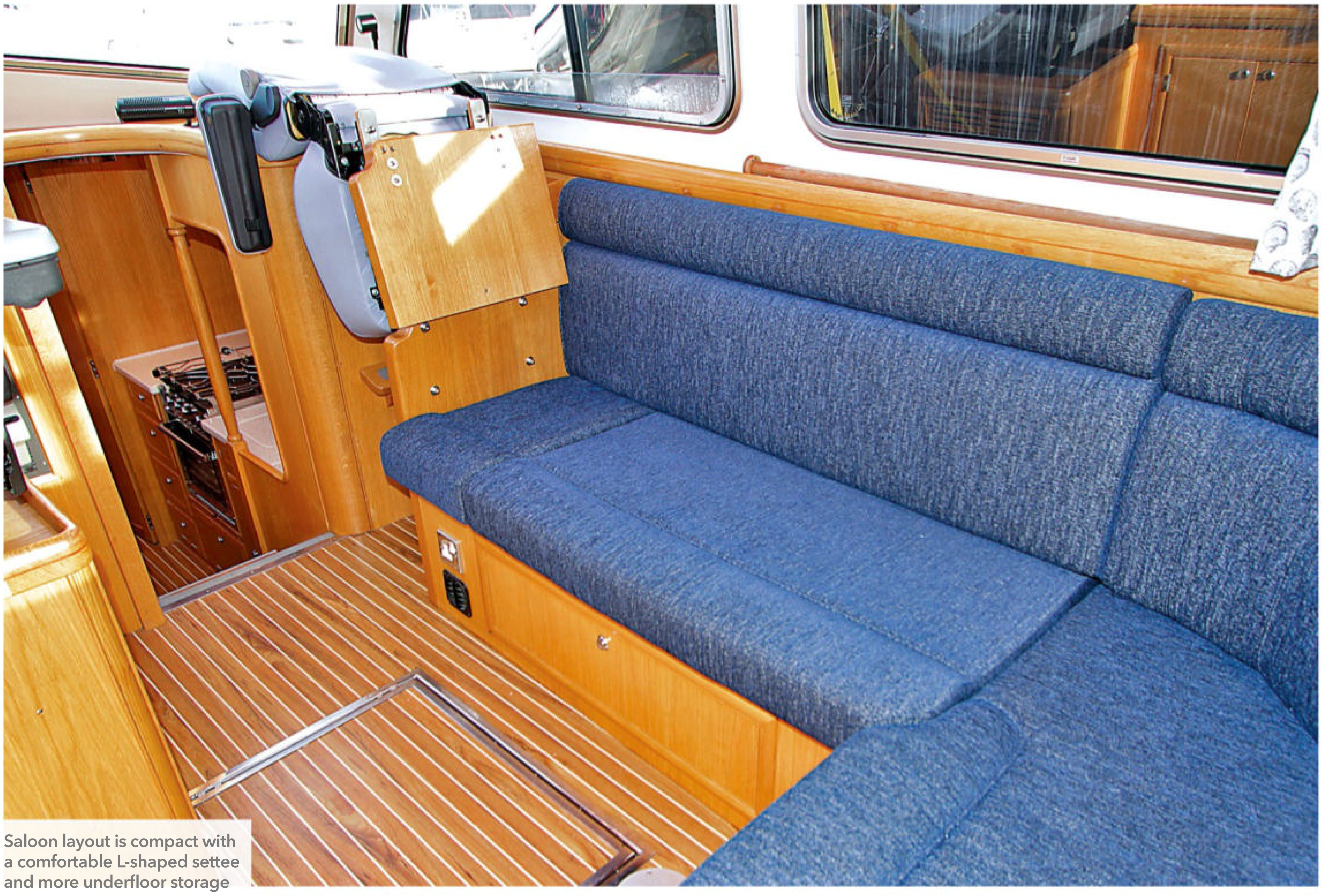
Among these is Seaward, (other marques include Dale and Aquastar), whose entire range of 19-42-foot leisure craft and 29-42-foot workboats use Nelson style semi-displacement hulls. Founded by Barry Kimber and originally located in Guernsey, the Seaward brand is today owned by the Boat Development Co Ltd and based in Cowes, Isle of Wight. ▶

IN BUILD 2001 – CURRENT PRICE RANGE £140,000 – £275,000

VALIANT
SEAWARD 35



Helm seat built for function not style, but the quality and clarity of layout here is superb



Saloon layout is compact with a comfortable L-shaped settee and more underfloor storage

No outboard guardrails, but there is an inboard grabrail along the wheelhouse roof

SEE MORE
mby.com/sw35

Cockpit seating for six with a sturdy fold-out table and generous locker storage

The Seaward 35 featured here (the on water shots are of a sister boat) is a 2011 example being offered by Berthon, Lymington for £250,000 VAT paid. It is the largest of Seaward's Classic range. Launched in 2001 and originally built in Guernsey, the layout of the 35 remains largely unchanged to this day. That surely bears testament to a winning design which has stood the test of time. But bearing in mind the premium price commanded by this and almost every other Seaward model relative to its size and age, what exactly is it that persuades potential buyers to become owners?

According to David Sherriff, the seller of our featured boat, it's all about being able to rest easy in the knowledge that things have been done right. And he should know, having been a boatbuilder himself, constructing vessels for the Port of London Authority and the Nigerian Navy among others. Despite the 35's 'leisure' tag, David makes it clear that for him the attraction lies in the vessel's commercial heritage.

"I've always liked commercial boats," he says. "That's because they've got to be absolutely right in every way. They have to float on their marks so they're not leaning to starboard or port or bow down, or whatever. They've got to have decent decks that drain properly so that in all situations the boat drains aft. The engines and the weight have got to be right too. The 35 is just under ten tonnes and with her twin 370hp Yanmars she's fast and economical."

ENGINE OPTIONS

Although Yanmar 370s were and still are the standard engine for most leisure Seaward 35s, a handful were fitted with the less powerful 320hp and 350hp variants. Commercial operators – not bound by the demands of the RCD – have a freer rein to specify a wider choice of engines – Seaward is currently building a pair of twin Nanni-powered pilot boats for Gibraltar and a single Caterpillar-engined vessel for the Royal Hong Kong Yacht Club, for instance.

When we tested a new Seaward 35 back in 2002 it was equipped with two of those less common 350hp Yanmar 6LYA-STE engines. We conducted sea trials in Force 4 winds among what our writer described as "awkwardly spaced waves high enough to make the photo boat dip out of view behind the crests". In those conditions the vessel consumed 19 litres per hour at 8.6 knots and 1,600rpm, while at 3,200rpm – the Yanmars' continuous rating engine speed – we recorded 126lph at 24.3 knots.

The seakindly nature of the Seaward 35's hull also came in for praise from David. As a hugely experienced boatbuilder and mariner who has owned more than 60 boats in his 77 years, (his credentials also include the construction of four marinas and an Olympic rowing lake!), David appears given to understatement. Perhaps his most telling comment to us regarding the 35 was, "I've been out through the Needles at more than a Force 6, and she was pretty good." ▶

Tough Avonite worktop in the dinette looks unmarked around a diesel hob and oven

Opposite the galley the twin dinette seating converts to a bed by lowering the table

HARDY45
EUROPEAN
COCKWELLS MODERN & CLASSIC BOATBUILDING | FALMOUTH, UK
HARDY@COCKWELLS.CO.UK | +44 (0) 1326 377366 | COCKWELLS.CO.UK
COCKWELLS

Having acquired the assets of Hardy Marine in 2020, Cockwells continues to build its ultimate all-weather, all-location motor yachts to their original specifications as well as to all-new designs.

Hot on the heels of Cockwells' **Hardy 42 Hybrid** - the first Hardy to have been launched in Cornish waters - the company now has a **Hardy 50DS** and its first **Hardy European** in-build, as well as a number of Hardy refits underway at its new purpose-built facility, The South West Shipyard in Falmouth.

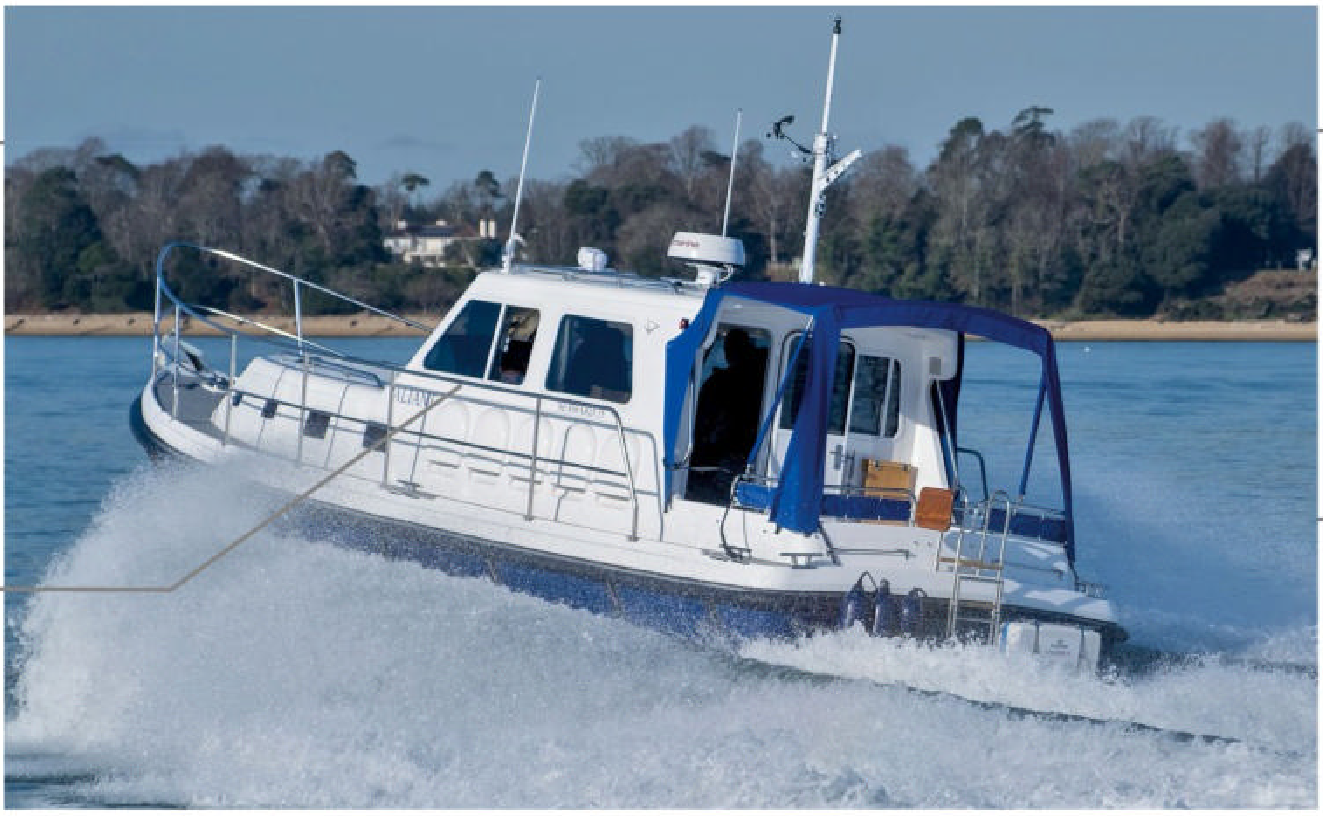
Cockwells' Hardy 50DS Aft Starboard Perspective

Inspired by the original Hardy 50, the **Hardy 50DS** is the epitome of a sea-going explorer yacht. Offering a double-berthed en-suite owner's stateroom; two twin-berthed guest cabins, and a vast deck saloon for reclining and dining in luxury. Its large protected cockpit area is perfect for outside dining and the huge lazarette beneath is designed for stowing all those toys. Alternatively, there is the option of a spacious flybridge for those who love the feeling of open-air boating or simply relaxing and enjoying the sea view. The large bathing platform is perfect for swimming and can store a 3.8m RIB too.

Cockwells' all-new **Hardy 45 European** will be equally at home cruising the inland waterways of Europe or at speeds of up to 28 knots offshore. Incorporating a raised dining area in the saloon with 360-degree panoramic views, a glass companionway door provides easy access to the aft cockpit. Below is a huge en-suite master cabin and forward, there is sufficient space for one or two additional cabins.

Cockwells has developed these vessels to create the definitive family cruising environment with separate spaces and comfortable cabins for adults and children; spacious saloons, elegant outdoor living areas, and safe, secure walkaround decks.

"We are delighted to enhance the incredible seakeeping capabilities of the original Hardy models to a whole new level of technological advancement and to build on the interior finesse, for which Cockwells is renowned," explains **Founder & Managing Director, Dave Cockwell**. "Alongside the Hardy Motor Yachts that are currently in build, we have also respectfully updated the designs of the **Hardy 42** and **Hardy 53**, which are now available for viewing on our website **cockwells.co.uk/hardy-yachts/.**"



SINGLE-HANDED
Easy access inside and out make a Seaward 35 suited to solo use

GUARDRAILS
Some boats have full length guardrails others, including the one we found for sale, don't

PITCH AND ROLL
Round bilge hull form is prone to pitching and rolling more than hard chine planing boats but won't slam in rough head seas

ENGINES
Multiple engine options were available but most leisure versions use reliable 370hp Yanmars

We feel we can rest assured that "pretty good" in David's book means that the boat was, in fact, totally bulletproof and utterly sure-footed in anything that passage around the western tip of the Isle of Wight could throw at him that day.

That said, anybody who has spent time on a Nelson-hulled vessel will know that they can pitch and roll – that is in the nature of semi-displacement craft. But the important point is that at no time do these vessels feel unsafe or on the edge; these hulls are designed for such conditions. What's more, the Seaward 35's robust construction and high build quality mean that it can soak up these punishing conditions without putting undue stress on its hull or engines. Certainly David had nothing untoward to report in this respect.

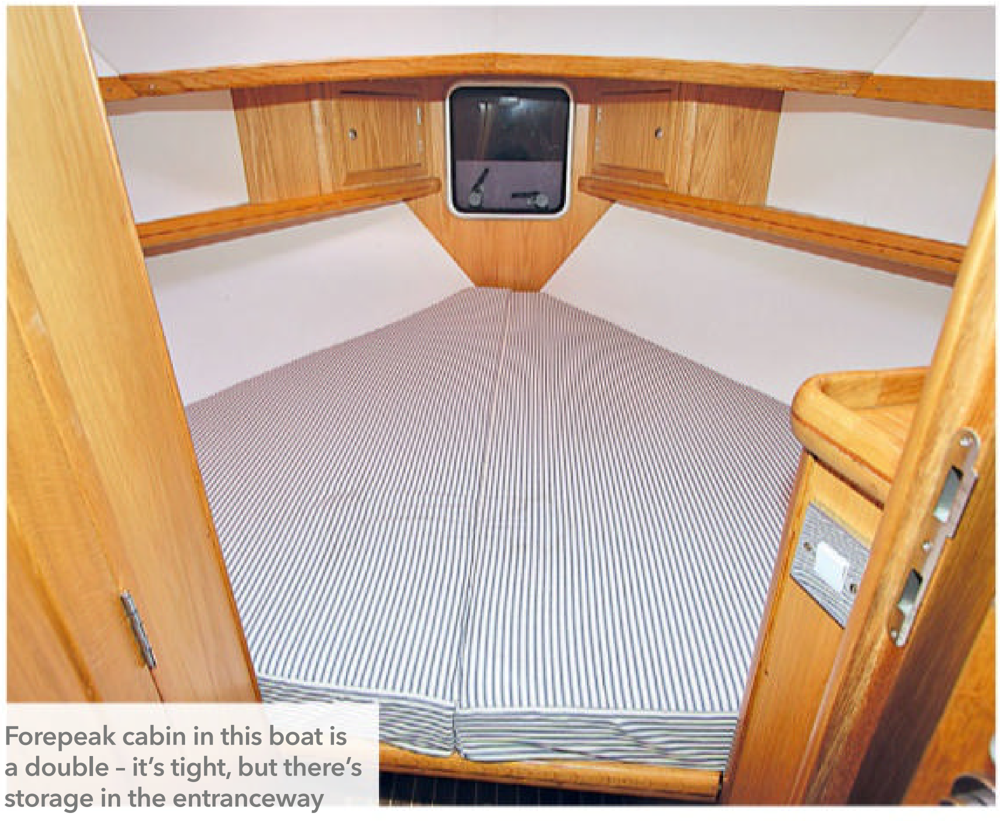
"She'll go all over the place," he adds. "I take her from the Solent down to the West Country and she's more than capable, passes all the important tests. What's more, for someone like me who goes out on their own, she's easy to manage single-handed. You can get on and off the boat easily and down below she's got everything you would like to have."

SNAG FREE

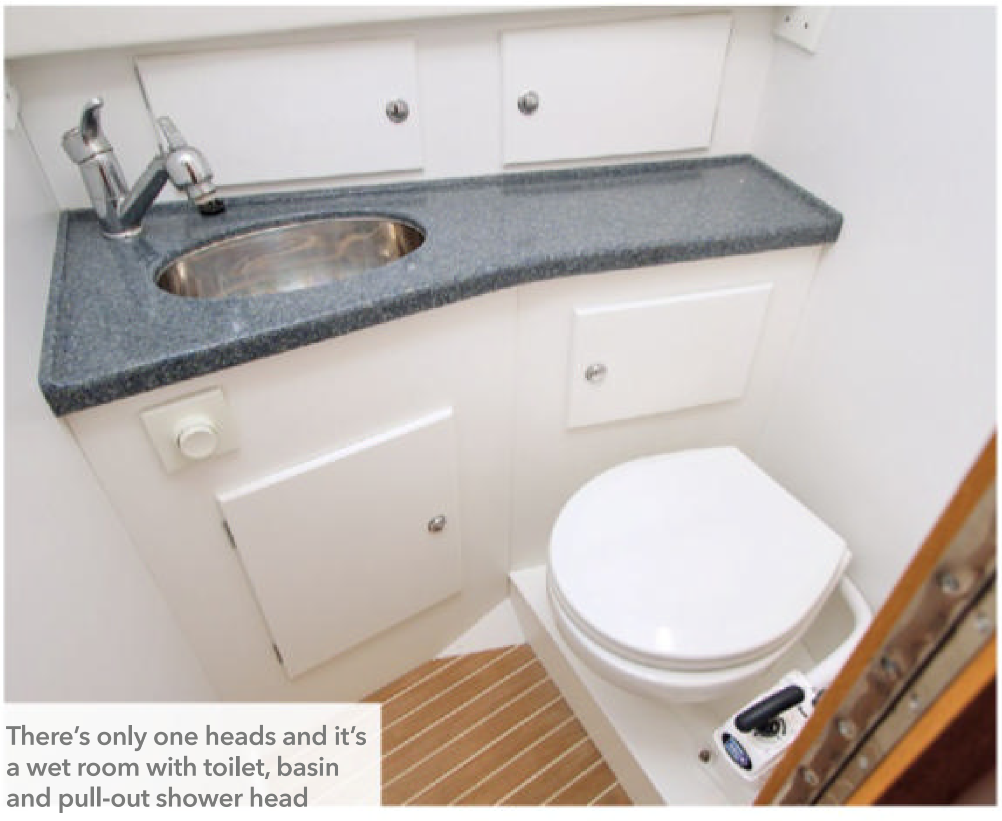
While we felt the lack of outboard guardrails along the side decks (just an inboard grabrail on the wheelhouse roof until you reach the foredeck) was a potential drawback, David sees this as a plus point because there is nothing to get snagged on or trip over. In fairness, there is also less need to venture forward as the topsides have such chunky rubbing strakes at both deck and pontoon heights, that fenders are not strictly necessary when coming alongside, although David points out that he does fender up, "just in case."

With no provision for sunpads on the foredeck, the exterior entertaining space is limited to the aft cockpit, which also serves as the entry point to the boat. Like all other areas of the 35, every available inch of space is fully utilised. Occupying most of the area is a U-shaped seating unit capable of accommodating six, with spacious lockers incorporated into its moulding. There's also a fold-out dining table which can be easily removed from its mounting to allow unfettered access to additional storage space beneath a hatch in the cockpit floor.

The entrance to the saloon is via a sturdy, watertight ship's door – another statement of intent from a boat designed to cope in all conditions. Inside is a relatively compact saloon housing an L-shaped settee to starboard, storage units to port and an engine-access hatch in the teak and holly flooring. Ahead to port is the helm with a co-pilot's position to starboard. Both stations are equipped with high-mounted, high-back, fully adjustable seats. While their looks arguably owe more to the commercial market than the leisure industry, they are another clear sign that this is a boat which means business. An extra feature here ►



Forepeak cabin in this boat is a double – it's tight, but there's storage in the entranceway



There's only one heads and it's a wet room with toilet, basin and pull-out shower head

INTERNATIONAL MULTIHULL SHOW

"Le rendez-vous"

FROM APRIL 12 TO 16, 2023

LA GRANDE MOTTE FRANCE

LA GRANDE MOTTE

Département Hérault

La Région Occitanie Pyrénées - Méditerranée

Sous l'égide de la Fédération des Industries Nautiques

BY **M2ORGANISATION** [m2] CREATOR OF NAUTICAL EVENTS

There is good access to the engines for regular checks and maintenance

is that the co-pilot seat hinges forward to enable an infill panel to be placed at the forward end of the settee to create a single bed.

The helm layout itself is clear and uncluttered, and we particularly like the matt finish anti-glare panel in which the instruments are housed. Another factor which comes ringing through here is build quality – the standard of craftsmanship exhibited at the helm, where woodwork blends seamlessly with man-made materials, is exquisite.

WELL PACKAGED

From the helm, three steps lead down to the galley and dinette. Once again, there is a high quality feel to this area, which although compact has been carefully thought out to make best use of the available space. The galley, which sports a heavy duty Avonite worktop incorporating a one and a half-bowl sink, ceramic diesel hob and a recessed bin, also provides an oven, microwave and fridge together with ample storage space below. The dinette has double seats on either side of a table which lowers and converts to a double bed. The bulkhead at the aft end of the dinette is home to the boat's electrics, some of which are wall mounted and some of which are located within a locker. Once again the quality here is noteworthy, the attention to detail and secure anchoring of electrical components being exemplary.

While capable of sleeping five people in total, the Seaward 35 only has one dedicated cabin. Located in the forepeak, this can be configured as a vee berth with a fill-in or as a fixed double bed as in this boat. This occupies most of the floor space but close the door behind you and a substantial hanging wardrobe and cupboard space are revealed in the entranceway. Opposite are bi-fold doors to the boat's single heads, a compact wet room with toilet, basin and a pull-out shower head.

With its relative lack of cabin space and creature comforts, the Seaward 35 is not going to be to everyone's liking. This is a boat built for the serious enthusiast who wants to get wherever they want, whenever they want, come what may. With its focus on functionality and, of course, that all-important Nelson hull, this rugged passagemaker is sure to satisfy those needs – albeit at a considerable price premium compared to other mass market vessels of its size and age.

DATAFILE

MODEL Seaward 35
TYPE Motor cruiser
DESIGNER Arthur Mursell/TT Boat Designs
HULL TYPE Semi-displacement
RCD Cat B
LOA 34ft 7in (10.6m)
BEAM 11ft 3in (3.5m)
DRAFT 3ft 10in (1.1m)
AIR DRAFT 9ft 8in (2.62m) excluding mast
DISPLACEMENT 9.8 tonnes light
FUEL CAPACITY 1,600 litres
WATER CAPACITY 170 litres
PERFORMANCE IN LITRES PER NAUTICAL MILE 5.1 l/nm @ 24.3 knots
CRUISING RANGE 246nm at 24.3 knots with 20% reserve

RUNNING COSTS

ANNUAL FUEL BURN
3,625 litres
(25 hours at 24 knots and 25 hours at 9 knots)

MOORING
£7,526 for a marina mooring on the Hamble River (UK) downstream of Bursledon bridge

SURVEYOR'S REPORT

This solid, seaworthy semi-displacement vessel uses a classic round-bilged hull. With the twin Yanmar 370hp diesels, it can also make up to 28 knots. This type of hull can be wet though, and is prone to rolling in beam seas, but its real virtue is its ability to shoulder aside heavy seas. Many were built as bespoke orders so no two boats will be exactly the same.

Points to note when considering buying:

- Isophthalic resins and heavy lay-up should provide good long-term build quality to the hull and underwater sections. With low volume builders, however, resin mixes and ratios may not be as precise as with computerised volume producers, so it's wise to commission a thorough underwater inspection for osmosis or wicking.
- Check blue gel-coated topsides for bloom or fade. If found, see whether it can be restored by compounding and polishing or needs a full repaint or vinyl wrap.
- Well maintained Yanmar and Cummins engines have a good reputation but still require correct servicing and, ideally, regular use.
- Timber veneers surrounding windscreens and side windows can suffer from UV degradation or damage caused by leaks or condensation if not maintained.
- If the vessel has been little used, the 1,300-litre fuel tank may have diesel bug which is only apparent at sea in heavy weather. Check fuel filters for signs of water or sludge and consider fitting a fuel polishing system.

The quality and finish of this boat make it an expensive purchase. However, they are likely to remain sought-after and a good example will hold its value well.
Chris Olsen, Olsen Marine Surveying
Tel: +44 (0)7971 250105; www.olsenmarine.co.uk

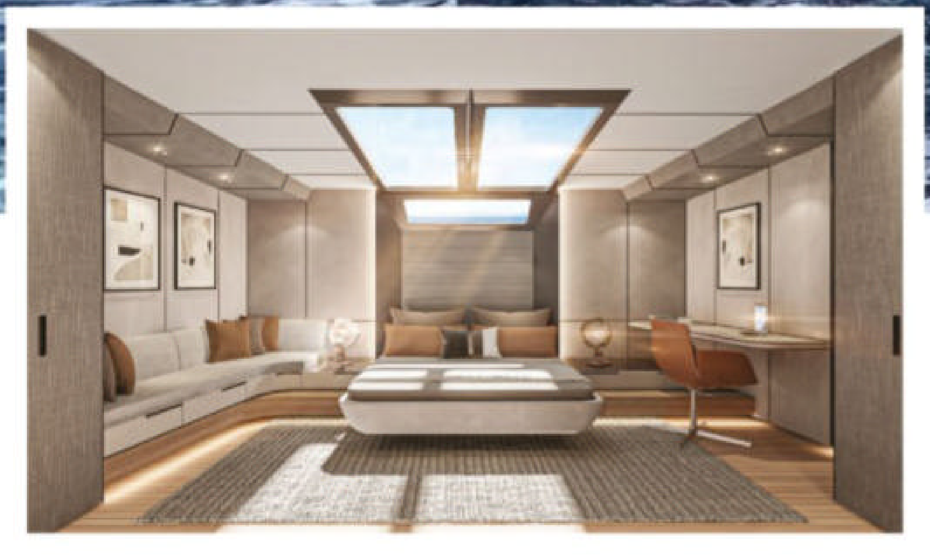
PRICE £250,000 VAT paid

DATE 2011
ENGINES Twin Yanmar 370hp
LYING Lymington
CONTACT www.berthon.co.uk

PRICE £185,000 VAT paid

DATE 2006
ENGINES Twin Yanmar 370hp
LYING Falmouth
CONTACT www.red-ensign.com

McCONAGHY



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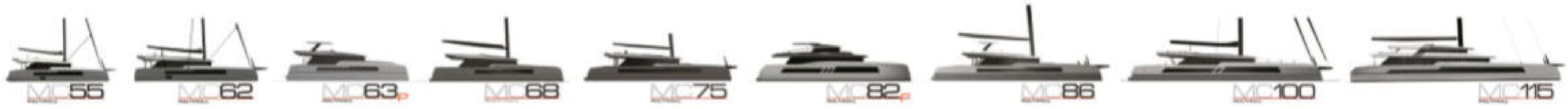

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NEXT BOAT

MBY columnist and used boat expert Nick Burnham reveals what he'd like to buy next

Being *MBY's* technical contributor and owner of a rather well-known boating YouTube channel, it's perhaps unsurprising that the question I get asked the most is 'what will your next boat be?' To which the answer is always a well practised explanation of how happy we are with our 26ft Jeanneau 805 Leader, the cost benefits of its single engine and compact size and its general manageability. All of which is completely true, but it's also true that if a house renovation wasn't consuming cash at a great rate of knots (finally, something more expensive than boating. Hooray!), I'd probably be getting itchy feet by now. And just like everyone else, I have my favourites, those boats you always pause to look at when you pass them in a marina with a wistful "one day". So what would I go for? I'd stick with the sportscruiser concept but I would like a longer and heavier boat for even better seakeeping, twin engines for greater offshore reassurance, a larger sleeping cabin and a proper shower.

PRICE: £99,950

BOAT: Cranchi 39 Endurance
DATE: 2000 **LYING:** Portland
CONTACT: JD Yachts www.jdyachts.com

PRICE: £199,999

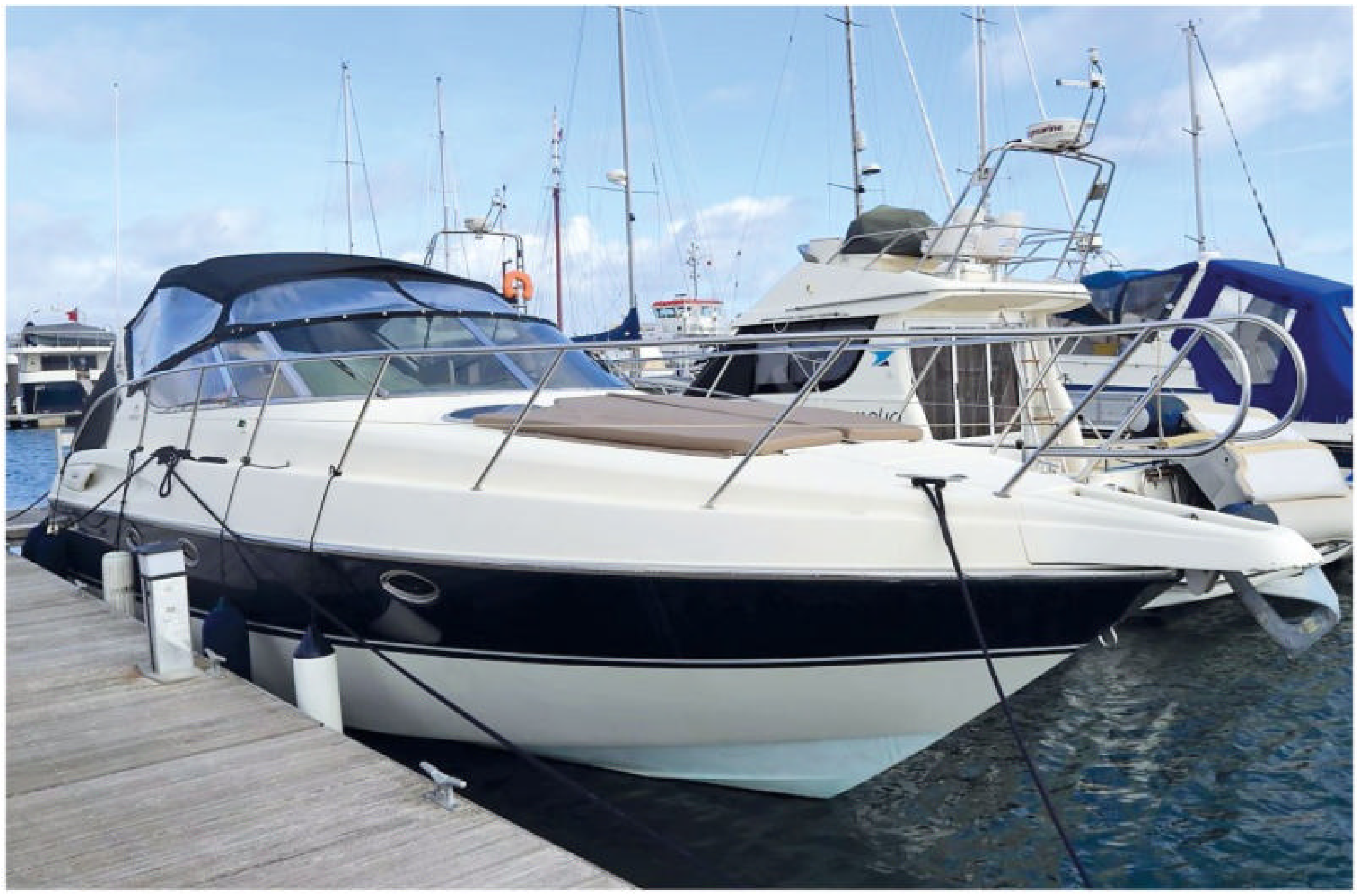
BOAT: Windy 31 Zonda
DATE: 2014 **LYING:** Lymington
CONTACT: Berthon International www.berthoninternational.com

PRICE: £548,000

BOAT: Princess V40
DATE: 2021 **LYING:** Southampton
CONTACT: Princess Motor Yacht Sales www.princess.co.uk

PRICE: £229,950

BOAT: Fairline Targa 38
DATE: 2011 **LYING:** Essex
CONTACT: Boats.co.uk www.boats.co.uk



CRANCHI 39 ENDURANCE

BUILT **2000** PRICE **£99,950**

The fact that this is the oldest boat here only partly explains why it is also by far the cheapest because at any age from 1994, when the 39 launched, through to 2009 when it ceased production, these are consistently remarkable value for money. In fact this is one of the last 39s as in 2001 it morphed into the Endurance 41 via a gentle facelift which extended the bathing platform and reversed the radar arch to slope forward.

INTERIOR The reason for the comparatively low market values is because this was Cranchi's sporty model, so it's about a foot narrower than a current Princess V40 for example. That 'pointy' shape means that unlike almost every other 40ft sportscruiser, it doesn't have a separate forward owner's cabin. Instead, it has an open-plan saloon with a convertible horseshoe dinette extending all the way to the bow and a separate owner's cabin amidships. For us, this is not an issue as there's only ever the two of us aboard overnight; indeed it's arguably a bonus, giving us a far larger saloon area.

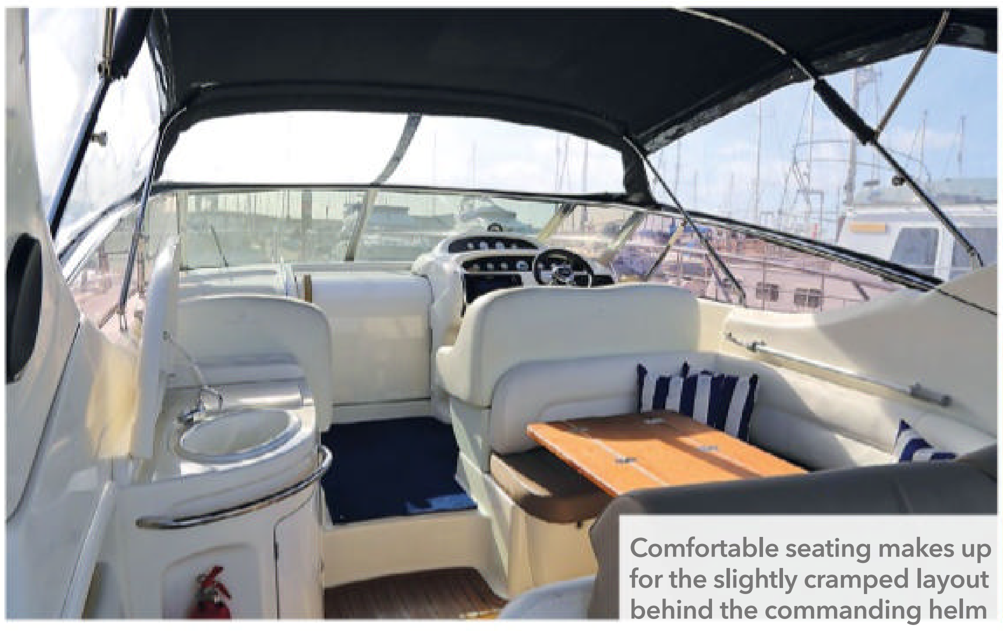
EXTERIOR It's a sporty boat on the outside too, from the heavily bolstered triple seats at the helm through to the large sunbed aft that hides a tender garage that can swallow a 2.4-metre inflatable. Inevitably there's a degree of compromise in that the cockpit dinette squeezed between helm seats and sunpad is a little tight, but that would only be a minor problem on our Brixham fish 'n chip nights with friends, and the garage is a nice thing to have. It's a great looking boat too.

PERFORMANCE Cranchi put a variety of engines into the 39/41, some of the last ones with D6 370hp motors are good for 40 knots! The 39 models all got the KAD engines, the KAD 44 EDC motors fitted to this boat giving 260hp each side for a mid 30-knot top end – entirely sufficient.

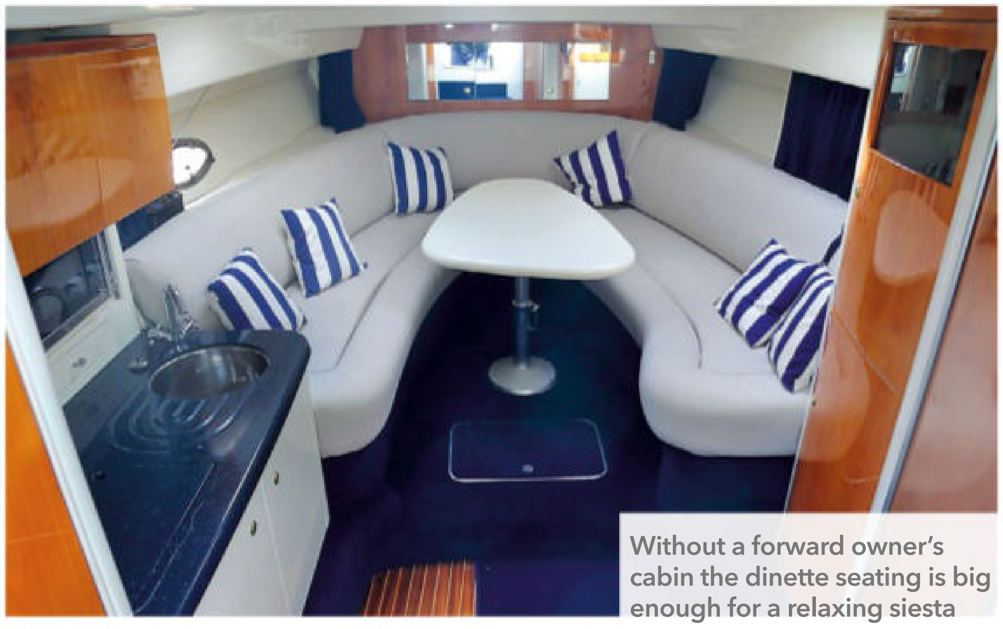
SEAKEEPING That narrow beam and low profile don't just look sporty, they pay dividends on the water too. A Cranchi 39 Endurance is a fast, capable offshore boat.

LENGTH: 40ft 8in (12.4m) **BEAM:** 11ft 5in (3.5m) **DRAFT:** 2ft 11in (0.9m)
DISPLACEMENT: 7 tonnes **FUEL CAPACITY:** 780 litres
ENGINES: Twin Volvo Penta KAD 44 EDC 260hp diesels

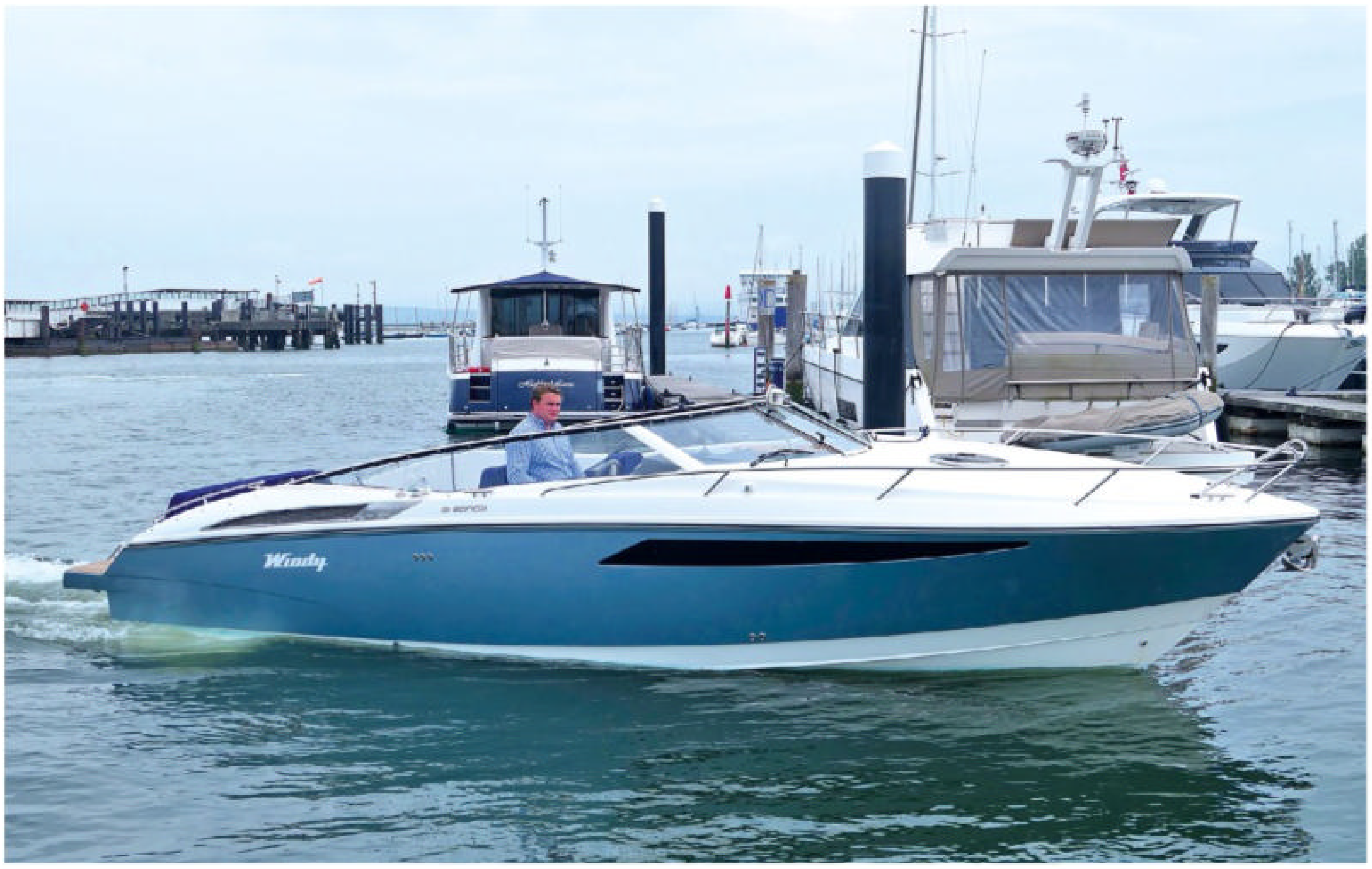
FOR SALE: JD Yachts www.jdyachts.com



Comfortable seating makes up for the slightly cramped layout behind the commanding helm



Without a forward owner's cabin the dinette seating is big enough for a relaxing siesta



WINDY 31 ZONDA

BUILT 2014 **PRICE £199,999**

I have always fancied a Windy, I looked at a Windy Mirage before buying the current *Smuggler's Blues* but it was simply too small for my needs. The Zonda is still the smallest of this month's quartet, and far from the cheapest, but it might perhaps be described as 'reassuringly expensive', and Windy has been quite cunning with how it has configured that limited space.

INTERIOR The best way to view the interior is simply as a sleeping cabin, and as that, it's actually reasonably generous. The central double bed allows access from either side and has storage underneath. There's also a heads down here with a shower. The only other thing the lower deck has is a compact galley.

Headroom is a little tight, this is a circa 30ft sportsboat after all, and there's no separate seating, but otherwise it works well.

EXTERIOR The logic behind giving over the majority of the cabin to the bed is that the cockpit becomes the saloon. To facilitate that, Windy installed a very clever canopy system. When not in use, the canopy stows around its stainless steel frame and drops into a specially made recess beneath the aft bench. Lift the seat, erect the canopy and you have a fully protected cockpit you can use whenever it's too cold or wet for open boating.

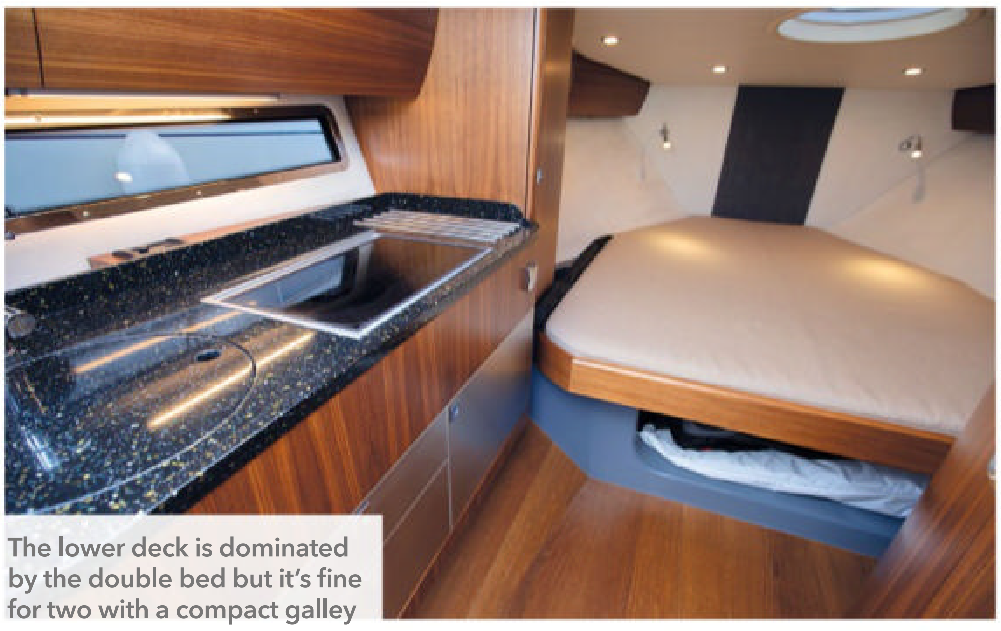
The cockpit layout includes a sunpad aft, although it's too small to allow a tender garage beneath it, and there's plenty of social seating and a great helm position.

PERFORMANCE Windy offered the Zonda with single or twin engines, the single being a big D6 unit in a variety of outputs up to 400hp. The twin diesel option was a pair of D3 220hp diesels (now discontinued) which give over 40 knots at the top end and a comfortable mid 30-knot cruise, which would extend our horizons wonderfully.

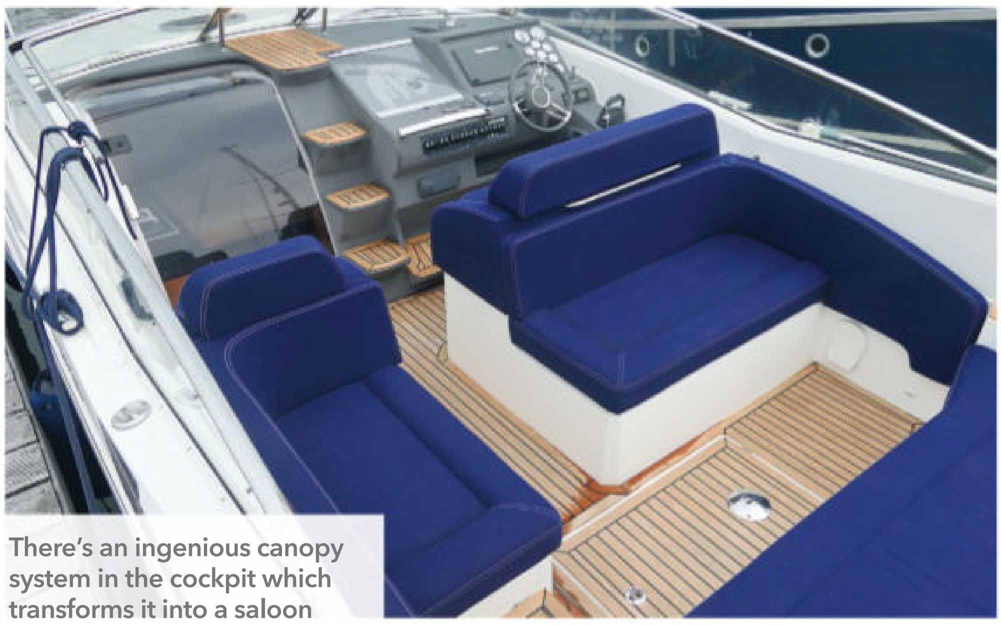
SEAKEEPING At launch, Windy claimed the Zonda was one of the best boats it had ever made. On test in the magazine we described it at the time as "the best hull we've ever tested". It's fair to say that the really big news with this boat is the way that it handles.

LENGTH: 31ft 9in (9.7m) **BEAM:** 9ft 8in (2.9m) **DRAFT:** 3ft 3in (1.0m)
DISPLACEMENT: 3.9 tonnes **FUEL CAPACITY:** 517 litres
ENGINES: Twin Volvo Penta D3-220 diesel engines

FOR SALE: Berthon International www.berthoninternational.com



The lower deck is dominated by the double bed but it's fine for two with a compact galley



There's an ingenious canopy system in the cockpit which transforms it into a saloon

PRINCESS V40

BUILT **2021** PRICE **£548,000**

With one small exception, this is probably the closest to my perfect boat that exists on the market right now. Quality build, practical layout, decent performance, good looks; there is barely a box left unticked.

INTERIOR A classic 40ft sportscruiser layout, the V40 features a proper owner's cabin in the bow, complete with centreline double berth and masses of storage, and a very decent mid cabin for guests with infill cushions to create a double berth. Splitting them is a comfortable saloon opposite a well-equipped galley. The heads is forward, and large enough to offer a proper separate shower stall. Jack and Jill doors make it a day heads or an ensuite. Whilst we don't need that mid cabin, it's nice to have the option to bring guests, or brilliant as a junk room. Silver oak on this example is a modern interior finish that makes a nice change from the usual shades of brown.

EXTERIOR All current model Princess V40s (there was a previous and completely different model called a V40 about 25 years ago) have an open-backed hardtop fitted as standard with a powered fabric opening section above. It makes for a very sheltered cockpit and means that the only canopies to deal with are the relatively small ones back aft. My only minor concern is that there is no way to rig a bimini, so the only way to get shade at the helm is to run with the entire roof shut, and I do like a properly open boat. This boat has the optional small sunpad aft which cleverly extends over the (optional high/low) bathing platform rather than encroaching on cockpit space.

PERFORMANCE Twin Volvo Penta D6-340 engines give a strong mid 30-knot top end which should equate to a fast 30-knot cruise. Not as quick as the Windy, but perfectly sufficient.

SEAKEEPING Seakeeping is not 'Windy good' but it's not 'Windy compromised' inside either; the V40 strikes a great balance between interior volume and offshore capability. It caps an almost perfect blend of space, pace and practicality, leaving only the half-million pound price tag as a slight sticking point.

LENGTH: 43ft 7in (13.0m) **BEAM:** 12ft 4in (3.8m) **DRAFT:** 3ft 4in (1.0m)
DISPLACEMENT: 10.1 tonnes **FUEL CAPACITY:** 730 litres
ENGINES: Twin Volvo Penta D6-340, 340hp diesel engines

FOR SALE: Princess Motor Yacht Sales www.princess.co.uk

Plenty of shelter in the stylish cockpit thanks to its open-backed hardtop design

Below decks there is a comfortable saloon with the well-equipped galley opposite

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FAIRLINE TARGA 38

BUILT **2011** PRICE **£229,950**

It's important to point out that a Fairline Targa 38 is not half the price of a Princess V40 when comparing like for like – the only reason this boat is (less than) half the price of the V40 is because this one is over a decade old whereas the V40 is as good as new. That said, the Targa 38 was launched back in 2006, the V40 in 2017 (its predecessor, the V39, in 2013) so the fact remains that we've got far more chance of finding a cheaper Targa 38.

INTERIOR Like the V40 but a little smaller best sums up the Targa 38. There are some neat details though; for example, rather than needing to store infill cushions to convert the mid cabin to a double, the two single beds cleverly 'scissor' together to create a double when needed.

EXTERIOR Although Fairline offered an open-backed hardtop later in the Targa 38's life (the 38GT, launched in 2011), this is the traditional open cockpit with canopies model which, on a near 40ft boat, does mean a lot of canvas to fight with, but does also mean my coveted properly open cockpit when stowed, plus the ability to rig a full-length bimini top for shade. The single (rather than twin) helm seat is a demerit, the neat fold-away cockpit table a bonus. They're all a compromise!

PERFORMANCE While Princess only ever offered one engine option in the V40, the Targa 38 (partly because of its longer production run) was available with quite a range. All twins, the D4-260 four-cylinder engines were the smallest, D6-400 six-cylinder the largest. Initially, the mid-range D6-310s were very popular but when Volvo introduced an upgraded 300hp D4, it provided almost the same power as the D6-310 in a lighter, more compact, more fuel efficient package, and gave a top speed of about 35 knots.

SEAKEEPING Like the V40, the Targa 38 offers a great blend of competent offshore handling combined with excellent interior volume. All things considered – and were building work at home not a financial vacuum – the V40 would probably be the most desirable but the Targa 38 would probably be the closest fit.

LENGTH: 36ft 3in (11.1m) **BEAM:** 11ft 11in (3.6m) **DRAFT:** 3ft 4in (1.0m)
DISPLACEMENT: 7.7 tonnes **FUEL CAPACITY:** 636 litres
ENGINES: Twin Volvo Penta D4-300, 300hp diesel engines

FOR SALE: boats.co.uk www.boats.co.uk

Seating is generous in the aft cockpit with a good-sized table and plenty of fresh air

Owner's cabin is more than ample in terms of space and there is good storage here too

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£3,395,000 EX TAX
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PB2056

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PB2011

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PRINCESS F62 2018

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SWANWICK, UK
PB2097

PRINCESS V45 2012

£329,950 EU TAX PAID
MALLORCA, SPAIN
PB2064

PRINCESS V40 2021

£548,000 UK TAX PAID
HAMBLE, UK
PB2003

PRINCESS V39 2012

£329,000 EU TAX PAID
PALMA, SPAIN
PB2004

PRINCESS V48 DECK 2016

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SUNSEEKER PREDATOR 84 //
2010 // €1,635,000 EX TAX
IBIZA, SPAIN // AY1888

FAIRLINE SQUADRON 50 //
2012 // €675,000 EU TAX PAID
PUERTO PORTALS, MALLORCA // AY2095

FAIRLINE SQUADRON 48 //
2018 // €968,000 EU TAX PAID
IBIZA, SPAIN // AY2067

RIVIERA MARINE 47 G2 //
2006 // €449,950 EX TAX
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ALFAMARINE 78 //
2007 // €749,000 EU TAX PAID
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FAIRLINE TARGA 50GT //
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SAINT JEAN CAP FERRAT, FRANCE // AY2031

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360°

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CALA D'OR, SPAIN // AY2098
360°

GALEON 425 HTS //
2018 // €550,000 EU TAX PAID
SAINT JEAN CAP FERRAT, FRANCE // AY2096

FJORD 40 OPEN //
2008 // €290,000 EU TAX PAID
PUERTO PORTALS, MALLORCA // AY2045
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LAMDO YACHTS LY30+ //
2022 // €150,677 EX TAX
OBWODOWA, POLAND // AY2079

JEANNEAU LEADER 30 //
2018 // €172,000 EU TAX PAID
MALLORCA, SPAIN // AY2078
▶
360°

MIMI LIBECCIO GOZZO 26 //
2010 // €139,950 EX TAX
MALLORCA, SPAIN // AY1990
▶
360°

WILLIAMS 280 MINIJET //
2017 // £ 14,995 UK TAX PAID
SWANWICK, UK // AY2072

CHRIS-CRAFT ROAMER 36 //
2004 // €155,000 EU TAX PAID
MALLORCA, SPAIN // AY2040
▶
360°

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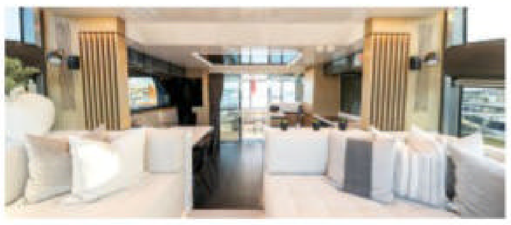
Pearl 62'

£1,800,000
Berthon, Lymington, UK

NEW LISTING

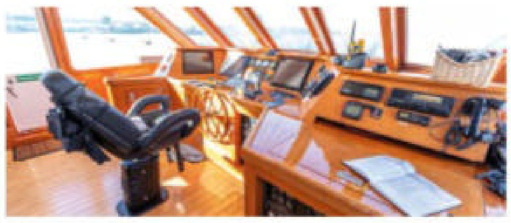


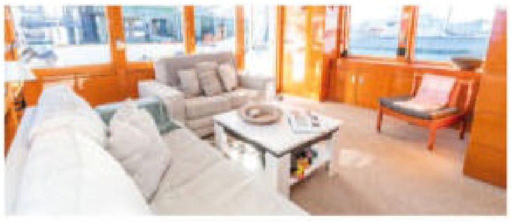
Super-impressive Pearl 62 powered twin Volvo IPS engines, having only covered minimal hours since delivery. She is 4 cabins, 3 head layout, with a galley over to Port, bowthruster and Stern thrusters with joystick control, superb saloon, thorough service history and presented in great order throughout.

Troy Marine 84'

£650,000
South Coast, UK

PRICE REDUCTION





Meet Mrs Robinson the 84' Troy Marine - a very handsome explorer yacht with a striking flag blue hull and smart upper works. She has a fantastic spec including a hydraulic crane for handling the dinghy, stabiliser system, water maker plus plenty more. She is perfectly suited to serious cruising with a range of around 2,600 nautical miles.

Princess 43'

£575,000
South Coast, UK

Her Dark blue hull stands out from the rest and really complements the walnut finish throughout the interior. Currently still in her first ownership she has been maintained to the highest standard.

Windy Grand Mistral 37'

£129,950
Berthon, Lymington UK

NEW LISTING

Completed in 2005, powered by the great KAD 44s diesels, she has a great spec to include Raymarine navigational suite, teak decks and a hydraulic bowthruster. She is in great condition throughout.

Swordsman 30'

£130,000
South coast, UK

Revelation the Swordsman 30 is now available for purchase. She is a single jet propulsion, powered by the Iveco 400 series which pushes 440hp. Revelation is not to be missed.

Windy 31' Zonda

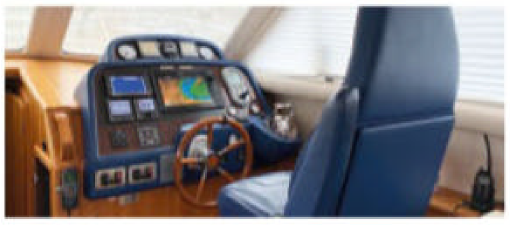
£197,950
Berthon, Lymington UK

PRICE REDUCTION

2014 Windy 31 Zonda with awesome deep-vee Hans J Johnsen hull and low hours on twin D3-220s. Many extras included and the famous Windy build and ride as standard!

Oyster LD43'

£259,950
Lymington, UK



2006 build Oyster LD43, Ham-Jet 292 drive from Yanmar 480hp diesel engines, for optimum manoeuvrability, with Blue Arrow Mouse control. Huge spec. for extended cruising: Raymarine plotter, autopilot, radar, AIS, generator, air-co, heating, fuel polishers, solar panels for charging and a stunning teak interior. Stunning example.

Seaward 35'

£240,000
South Coast, UK

PRICE REDUCTION
SISTERSHIP

The Seaward 35 – Gullfoss originally designed for long-term live aboard cruising. The 35 broke the mould for all weather passage making with a hugely successful build program. The Seaward 35 is versatile with plenty of accommodation, and fantastic manners through the water.

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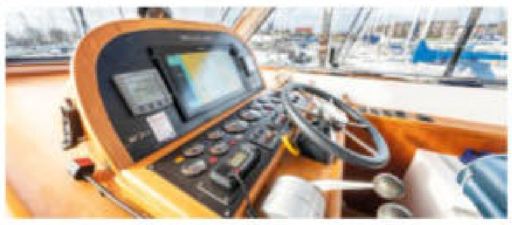
PENN-JERSEY COMMUTER MOTOR-YACHT

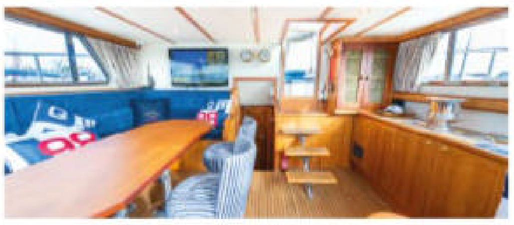
£599,000
South Coast, UK

This jewel with fascinating history has been sympathetically restored and improved to her current glistening state by a highly experienced Yachtsman. Built in Maine, US - 1932, she sports brand new Nanni N4.140 diesels, new air-conditioning, Northern Lights generator, holding tanks, etc. A truly special motor-yacht, absolutely must be seen.

CARA MARINE 18M

£394,950
Berthon, Lymington, UK





Super-impressive jet-driven Cara 18M. Built 2004, with only 370 hrs on twin CAT C-12s driving HJ362 jets. Three cabins/two head layout, with full-beam galley, bowthruster, Air-co., superb wheelhouse, recent nav., thorough service history and presented in exceptional order throughout.

WIDE BEAM CUSTOM CANAL BARGE

£149,950
London, UK

Built by Pat Walsh of Tough's in 1990, remodelled 2022, infra-red heating and Morso burner, Yanmar 54HP, 2022 BSS, new canvas and Battersea berth may be negotiable. Stunning.

TRIQUAL 65'

£394,950
Berthon, Lymington UK

2002 full-steel, full displacement Triqual 65 built by Zijlmans Jachtbouw to a very high standard, with 10mm keel and 6mm underwater. Sympathetically refitted in 2014 and maintained to a very high standard.

NIMBUS T9

£184,995
South Coast UK

PRICE REDUCTION

Delivered 2021, with 20 hours on her twin Mercury V6 225hp Cold Fusion outboards, this two-berth T9 is awesome. Fitted with the optional wet-bar, Webasto cabin heating, she is a true chameleon.

NIMBUS 380 COUPÉ

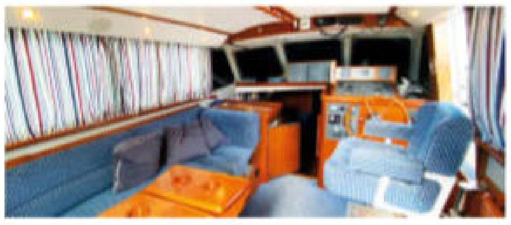
£139,950
Berthon, Lymington UK

An fabulous year 2005 build Nimbus 380 Coupe. Well maintained twin KAD43/230s – circa 1500 hours. She has a great spec including Simrad navigation systems, bow thruster and plenty more.

AQUASTAR OCEAN 118

£150,000
Berthon, Lymington UK

NEW LISTING



These evergreen semi-displacement aft cabin cruisers do it all so very well. Rugged yet comfortable, the Aquastar Ocean 118 offers 6 berths, with separate aft and forward cabins, two helms and a proper little ship feel. This well-maintained 1999 model is set up for family cruising.

SCORPION 9.75

£69,500
Berthon, Lymington UK

PRICE REDUCTION

If you are looking for incredible fun and a great day out on the Solent, then look no further. Contango the Scorpion 9.75 has unmatched ability alongside its natural rivals. Available for immediate handover in Lymington.

SUNSEEKER PREDATOR 74

AMIYAH

£1,100,000 Tax Paid | Year: 2009

Selling Broker: William Burns
william@sunseekerlondon.com +44 7776 233 459

SUNSEEKER 65 SPORT YACHT

VA BENE

£2,495,000 Ex. Tax | Year: 2022

Selling Broker: Andrew Thomas
andrew@sunseeker-mallorca.es +34 639 777 413

SUNSEEKER PREDATOR 57

NOA

€1,195,000 Tax Paid | Year: 2016

Selling Broker: James Wood
james@sunseeker.mc +33 620 02 50 95

SUNSEEKER 76 YACHT

YOLO

£3,495,000 Ex. Tax | Year: 2022

Selling Broker: William Burns
william@sunseekerlondon.com +44 7776 233 459

SUNSEEKER PREDATOR 50

CHARMING ANARCHIST

£895,000 Tax Paid | Year: 2019

Selling Broker: William Burns
william@sunseekerlondon.com +44 (0)7776 233459

SUNSEEKER CAMARGUE 50

B HAPPY

€235,000 Tax Paid | Year: 2002

Selling Broker: Tiffany Howie
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SUNSEEKER MANHATTAN 55

FOMO

£1,695,000 Ex. Tax | Year: 2022

Selling Broker: William Burns william@sunseekerlondon.com +44 7776 233 459

SUNSEEKER PREADTOR 60 EVO

HALEY JANE

£1,695,000 Ex. Tax | Year: 2022

Selling Broker: Gary Cleaverly
gary@sunseekerlondon.com +44 (0)7778 878886

PERSHING 7X

FOCUS

€3,495,000 Tax Paid | Year: 2020

Selling Broker: Ferran Oller
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TARGA 47 (2010)

£325,000 (EU VAT PAID)

Twin Volvo Penta D9 EVC 575hp diesel engines with low hours. Full recent external cockpit, helm, sunbeds bespoke grey fabric. Bow thruster, A/C throughout, mood lighting, and aft dinghy garage. In fantastic condition! Laying: Mallorca.

Dealer: Fairline Mallorca North

PRINCESS V39 (2014)

£334,995 (VAT PAID)

Twin Volvo Penta D6 330 Hp inboard diesel engines. A stock boat being sold through our Dealer Approved scheme. Very high Med spec, including generator, air-con, and passarelle. Laying Poole, UK.

Dealer: Fairline Southampton

SQUADRON 68 (2020)

£2,500,000 (VAT PAID)

One owner boat, powered by CAT C18 1150HP engines, has been professionally run and maintained to a very high standard. Huge spec and in excellent condition. Her berth is available to a new owner. Laying Swanwick, UK.

Dealer: Fairline Southampton

F//LINE 33 (2021)

£415,835 (EX VAT)

Ex-demonstrator powered by twin Volvo 430 hp V8 petrol engines. Finished in a light blue gelcoat with contrasting Aluminium upholstery, a full-specification boat with 50-knot plus performance. Laying: Southampton, UK.

Dealer: Fairline Southampton

TARGA 45 GT (2022)

£849,950 (VAT PAID)

Twin Volvo-Penta IPS-650 D6 (480hp) diesel engines - just 85 hours' use. Onan 7 kW generator. Emergency battery coupling system. Fixed cockpit GRP table. Full balance of manufacturer's warranty. Laying: Essex, UK.

Dealer: Fairline East Coast

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FAIRLINE CHERTSEY

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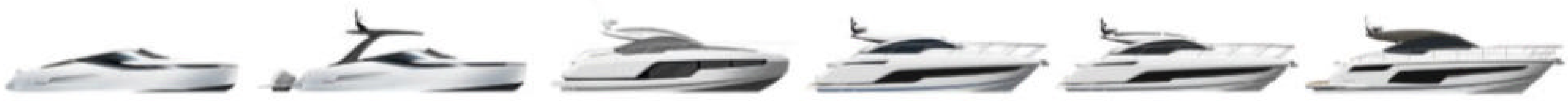
chertsey@fairline.com

THE MODEL RANGE



TARGA 38 (2011)

£229,950 (VAT PAID)

Twin Volvo D4-300 EVC-D diesel engines (531 hours). Benefits from just having both engines serviced. A great specification including Garmin GPS 4010 and GM18 HD radar, bow thruster, 7KVA generator. Laying: Essex, UK.

Dealer: Fairline East Coast

PHANTOM 50 (2006)

£345,000 (EU VAT PAID)

Volvo D12 engines (650h). Accommodating 6 berths in 3 cabins plus crew. Hydraulic passerelle, A/C, Onan generator (450h), bow thruster, flybridge wet bar, Grand 340 tender and more. Well looked after! Laying: Mallorca.

Dealer: Fairline Mallorca South

TARGA 38 OPEN (2015)

£295,000 (VAT PAID)

Full Mediterranean spec. Twin Volvo Penta D4 300 engines - approx. 524 hours. With hydraulic high/low bathing platform and passerelle, generator, a/c, bow thruster, Garmin navigation equipment. Laying: Cala d'Or, Mallorca.

Dealer: Fairline Cala d'Or

TARGA 65 GTO (2019)

£1,675,000 (EU VAT PAID)

'Comfort Pack' for minimal engine noise. Cat C18 engines 160h. 8 berths in 4 cabins plus crew. With drop-down patio door, hydraulic aft sunshade, hydraulic passerelle, hi-ho bathing platform, Bang & Olufsen, Seadoo Spark. Laying: Mallorca.

Dealer: Fairline Mallorca South

SQUADRON 58 (2012)

£749,950 (VAT PAID)

Twin Volvo Penta D13 diesel engines - only 463 hours. With tender launch system, Garmin navigation equipment, bow and stern thruster with remote, self-contained a/c, Williams Sportjet 345. Laying: Southampton.

Dealer: Fairline East Coast

TARGA 65 GT (2020)

£1,795,000 (VAT PAID)

Twin CAT C18-1150 engines with very low hours, four cabins, dealership maintained, full Mediterranean specification with Williams 345 Sportsjet. One private owner since new. Laying: Menorca.

Dealer: Fairline Menorca

PRINCESS V58 DECK (2016)

£899,950 (EX VAT)

Twin Volvo Penta D13 900 engines with only 246 hours. Two owners from new. Many options including hi/lo bathing platform, hydraulic passerelle, crew cabin, washer dryer, bow & stern variable thrusters, full navigation, reverse cycle aircon. Laying: Essex, UK.

Dealer: Fairline East Coast

TARGA 44 GT (2009)

£259,950 (VAT PAID)

Great condition – single owner from new. Twin Volvo D6 370hp EVC Diesel Engines on Volvo IPS 500 pod drives with 915 hours' use, electric hard top retractable roof, heating and air conditioning. Full Volvo engine and IPS service by Volvo in December 2022. Laying: Essex, UK.

Dealer: Fairline East Coast

TARGA 45 GT (2022)

£895,000 (VAT PAID)

Twin IPS 650 D6-480 diesel engines. Great spec including generator, bow thruster, Williams 280 mini jet and powered hydraulic bathing platform. Available now. Laying: Eastbourne, UK.

Dealer: Fairline Southampton

FAIRLINE CHANNEL ISLANDS

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channel-islands@fairline.com

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+34 971 331 986
ibiza@fairline.com

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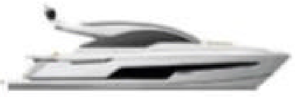
01803 200009
south.west@fairline.com

FAIRLINE POOLE HARBOUR

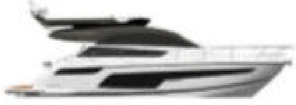
01202 707222
poole.harbour@fairline.com

TARGA 50 GT



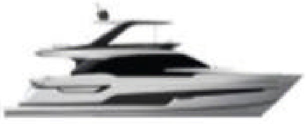
TARGA 65 GT
NEW for 2023

PHANTOM 65



SQUADRON 50

SQUADRON 58
NEW for 2023



SQUADRON 68

FAIRLINE SQUADRON 53

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PRINCESS V39 **2014**
£334,995 POOLE

FAIRLINE SQUADRON 68 **2020**
£2,500,000 SOUTHAMPTON

SEALINE F44 **1999**
£145,000 EASTBOURNE

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FAIRLINE SQUADRON 53 **2018**
£899,950 SOUTHAMPTON

FAIRLINE TARGA 40 **2005**
£149,950 EASTBOURNE

FAIRLINE TARGA 45 GT **2022**
£895,000 EASTBOURNE

RAND MANA 23 ELECTRIC **2021**
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£149,950

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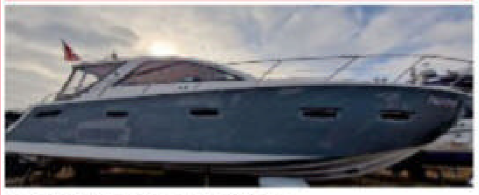
2023 Galeon 405 HTS

2 x Volvo Penta D6 380hp with Volvo Joystick control, Bow Thruster, Air Conditioning, Generator, 2 x Cabins, 2 x Heads, 3 x Showers, Fusion Stereo system with Bluetooth & USB, VHF, LED TVs, Autopilot, Chart plotter, Fridge, Microwave, Water heater, Hydraulic Swim Platform, Underwater lights, Electrically operated garage +++

£620,560+VAT

Call for more information: 023 8045 6544

2011 Sealine SC35



2 x Volvo Penta D4 260hp,
1 x Head, Sleeps 4, 2 x Showers,
Bow and Stern Thrusters, Stereo system,
Refrigerator, Microwave, VHF Radio, TV,
Swim Platform, Trim Tabs +++

£179,995

2022 Galeon Galia 750 HT

2 x Suzuki DF175APX 175hp,
1 x Cabin, Toilet, Draw Fridge, Spirit Cooker,
Bow Thruster, Deck shower, Water heater,
AFT Plexi & Stainless Steel Door, Radio
MP3, USB, iPod docking station, RM Chart/
Plotter, VHF radio +++

£149,950

2023 Aquila 44 Yacht

2 x Volvo Penta D4 230hp, 3, Cabins, 3
Heads, 4 Showers, Bow Thruster, Bow
Seating and Sundeck, Fully fitted Galley,
RM Chartplotter, RM VHF Radio, Fusion
Multizone Stereo system with Bluetooth,
LCD TV, Wet bar on Flybridge +++

£1,075,000+VAT

2022 Aquila 32 Sport

2 x Mercury Verado 300hp, 1 x Cabin,
1 x Head, 2 x Showers, Bow seating &
Sundeck, Electric BBQ grill, Fridge,
RM Chartplotter, RM VHF, Fusion Radio,
Bow seating covers, Underwater LED
lighting Stainless Steel Swim ladder +++

£349,995+VAT

2020 Galeon 400 FLY

2 x Volvo Penta D6 440hp Flybridge
2 x Cabins, 2 x Heads, Fully equipped
Galley, Bow Thruster, Air Con,
1 x Generator, RM Plotter & VHF, LCD
TV's, Fusion Stereo Radio system,
Hydraulic Hi/Lo Swim Platform +++

£649,995

2016 Bavaria Sport 360 Coupe

2 x Volvo D3 220hp Shaft Drive,
2 x cabins, 1 x Head with Shower,
Stem Shower on Bathing platform,
Ceramic Stove Top, Refrigerator, Sink,
Heating, Garmin Navigational Aids, Fusion
Stereo system, Bow Thruster +++

£199,950

2020 Chris-Craft Corsair 34

2 x Volvo Penta V8 5.3l DP (700hp) with
Volvo Joystick control, Deep Saphire
Metalic Paint, 1 x Head, Sleeps 2,
1 x Shower, Fusion Stereo, VHF, LED TV,
Fridge, Sink, Water heater, UHF Radio,
Bimini, Shore power & battery charger +++

£299,995

2012 Grandezza 27

1 x Volvo Penta D4 260hp Sleeps 4, Bow
Thruster, 1 x Head and shower, Raymarine
GPS Plotter, VHF Radio, Stereo system,
Grill and Fridge, Glass Sunroof, Well
equipped galley and Storage facilities,
Warranty Included +++

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£ 2,850,000 VAT ex
Cala d'Or, Mallorca
ES3970
DRONE FOOTAGE

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Boats.co.uk HQ, Essex Marina
ES4061

2018 Princess F49 (SETAG)
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Boats.co.uk HQ, Essex Marina
ES4049

2009 Fairline Targa 44 GT IPS
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SUNSEEKER PORTOFINO 53 £299,950

© Boat Magic Images

2004 – 2 x Volvo D12 715hp engines. 3 cabin accommodation including a large island double berth, 2 toilets and showers. Beautifully finished in high gloss cherry with leather upholstery. The spec includes – 2 x Raymarine E120 plotter/radar, Raymarine autopilot, AIS, air con, bow and stern thrusters, 9Kw generator, large tender garage, teak cockpit and bathing platform. BSC Expires March 2026. A stunning example that has been very well maintained during her current ownership with no expense spared. This has to be the best example on the market today!

FAIRLINE PHANTOM 46 £234,950

2002 – 2x Volvo TAMD74 EDC 480hp diesel engines through shafts. Luxurious 6-berth accommodation with an aft cabin fit-out and 2x toilet/shower compartments. An enviable specification including; Bow and stern thrusters, generator, 250kg passerelle, Wifi system, aircon, shore power, battery charger, immersion, warm air heating, electric windlass, flybridge griddle and refrigerator, teak laid cockpit & bathing platform, Raymarine navigation equipment including Raymarine EL85 CRC Colour Radar/Plotter/GPS. Ready for the next owner to enjoy! With meticulous upkeep and regular maintenance, this stunning Phantom 46 is presented in pristine condition, making it the perfect choice for any discerning buyer demanding the very best.

LYING CONTACT NYA BRUNDALL - NYB118261 - P/EX POSSIBLE

PRINCESS 55 £149,950

1987 – Powered by upgraded twin FPT N67 450hp diesel engines through shafts, fitted in 2014. Accommodating up to 8 over 3 cabins and Saloon with 2 x toilet & shower compartments. Large Galley with electric hob, oven, microwave, large fridge & dishwasher. An envious specification including bow and stern thrusters, generator, 3kw inverter/battery charger, shore power, immersion, battery chargers, Raymarine Axiom plotters to upper and lower helms, Raymarine Autopilot, washing machine and dryer. 'Via Volante' has been in her current ownership for the past 19 years, lovingly cared for and no expense spared in keeping her immaculately presented and her equipment up to date. A one of a kind example of the impressive Princess 55.

LYING NYA BRUNDALL - NYB110313 - P/EX POSSIBLE

Brundall Office Brundall Bay Marina, Brundall, Norfolk NR13 5PN
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HAINES 32 SEDAN £259,950

1364B
Aquarius

2021 – Nanni N4.50 47.5hp with just 23 hours use! Never slept on or showered in!! The current retail value of this boat is approaching £300,000. Sporting a walnut hardwood interior, Ultraleather saloon upholstery, bow thruster, victron inverter, side door & the pop-up navigators' seat, this craft boasts a high specification and particularly tasteful colour choices. She really is 'as new'. Call for more details or to arrange a viewing!

LYING NYA HORNING - NYH113935 - P/EX POSSIBLE

BROOM 415 OS £209,950

2001 – 2x Yanmar 420hp turbo diesel 6LY2-STE through shafts. Comfortable 6-berth accommodation with two toilets and two showers. Impressive specification to include; Nobels bow thruster, new Fischer Panda generator 2023, Eberspacher hot air heating, electric windlass, waste holding tank, shore power supply, teak decks, Bennet trim tabs and a range of navigation equipment including a Garmin GPS MAP 1222 (New 2023). A sought-after Broom 415 with comfortable accommodation and excellent sea-keeping capabilities – An excellent choice for fast offshore cruising. NYA stock fully prepared by our Service Centre.

LYING NYA BRUNDALL - NYH113731 - P/EX POSSIBLE

HAINES 320 £134,950

Powered by a Nanni 4.330TDI 115hp diesel engine through shaft. Up to 6 berth accommodation over two cabins and saloon with 2 toilet/shower compartments. Well specified including Bow thruster, shore power, battery charger, immersion heater, warm air heating, heated towel rails, speed & depth log, teak decking to upper deck & bathing platform, striking blue hull, folding screen for increased inland access. A lovely example of these spacious award winning river cruisers fitted in Cherry and with the larger engine option. NYA STOCK – Fully prepared by our Service Centre with 3 month engine & gearbox warranty.

LYING NYA BRUNDALL - NYB118075 - P/EX POSSIBLE

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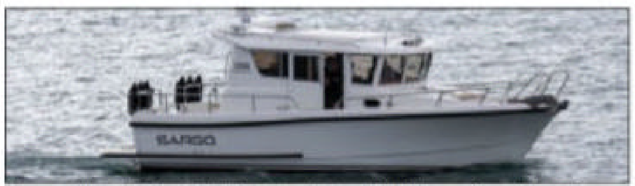

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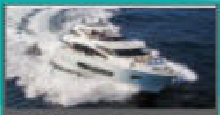
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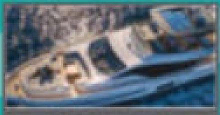
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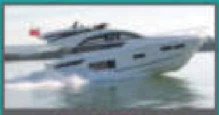
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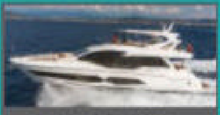
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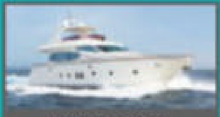
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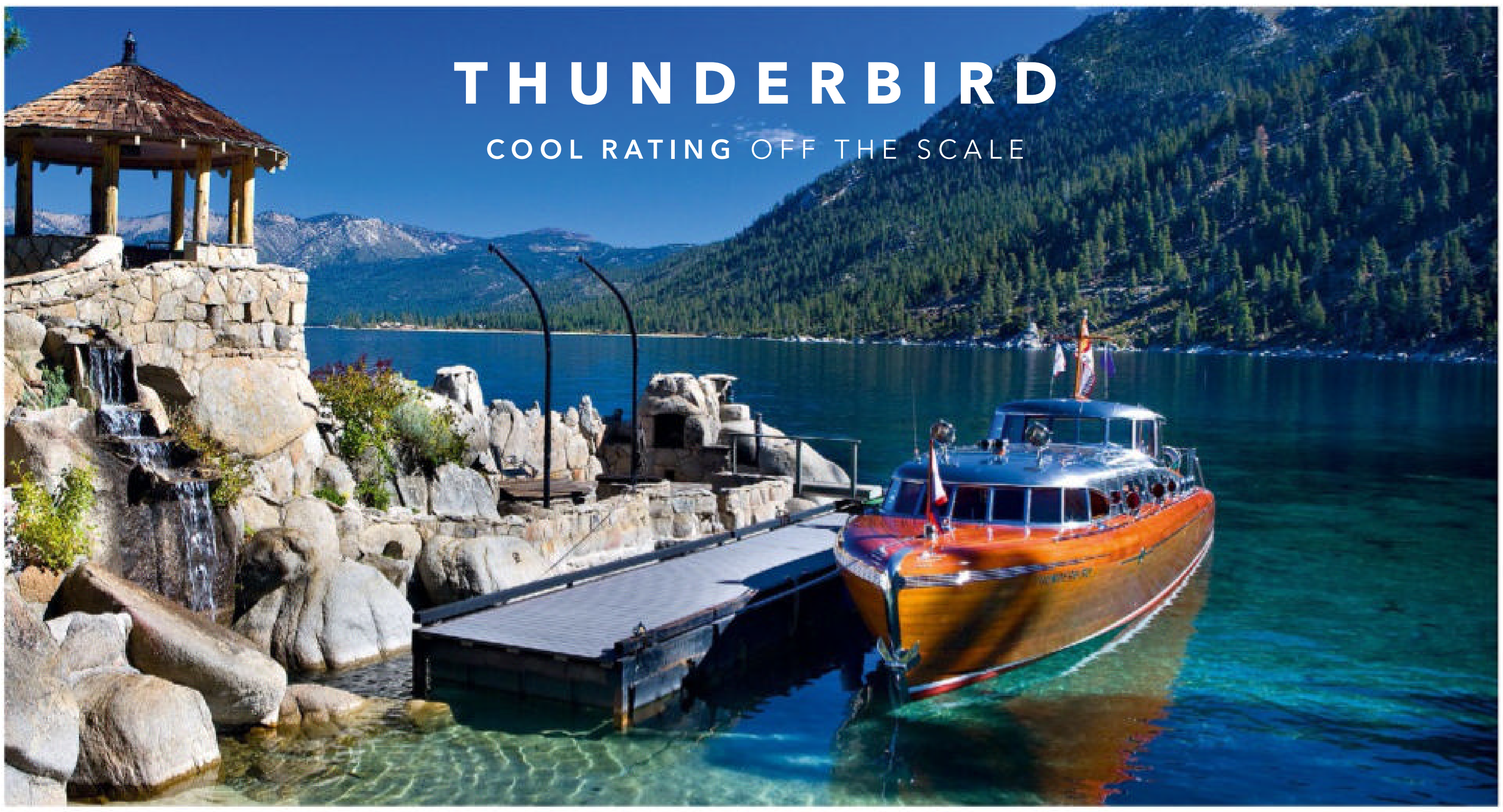

Photos courtesy of www.ThunderbirdTahoe.org

ABOVE: *Thunderbird*'s iconic stainless steel superstsructure was inspired by aircraft design

Thunderbird is what happens when you combine an obsession with aircraft, the heady days of the 1930s and a LOT of money. George Whittell was an eccentric San Francisco tycoon who, in the mid-20th century, owned about a third of the land in the Tahoe basin and 27 miles of the lake's shoreline. He built a beautiful lakeside home called Thunderbird Lodge; kept a pet lion called Bill and a pet elephant called Mango; owned a variety of aircraft including a DC-2, outfitted for his private use; six of the rarest Duesenberg motorcars; a 145ft superyacht and this legendary 55ft sportsyacht, *Thunderbird*.

Commissioned by Whittell specifically for Lake Tahoe to go with the estate he was building there, *Thunderbird* was designed by the famous naval architect John L. Hacker, built by Huskins Boat Works in Bay City, Michigan and delivered in the summer of 1940. Whittell wanted the boat to resemble his DC-2 aircraft, which is why the hull is double-planked mahogany but the superstructure is brushed stainless steel. And the aircraft links don't end there, *Thunderbird* was originally powered by twin 550hp Kermath V12 aircraft engines that pushed the boat to 32 knots. It was kept in a 100ft-long boathouse connected to the house via a 600ft long tunnel blasted out of solid granite.

Whittell used the boat on the lake frequently for the two years that followed but when the USA entered World War Two in January 1942, Whittell hid the boat in its boathouse, fearful of it, or its engines, being requisitioned for the war effort. Age, ill health and an ever-more reclusive nature meant that the boat was little used after the war, Whittell eventually selling it to casino magnate William F. Harrah in 1962. Harrah had it transported to his Automobile Collection restoration workshop in Reno where the original Kermath engines (which when removed had only 83 hours on them) were replaced with two V-12 Allison aircraft engines, each developing 1,100hp. Harrah used it to entertain his casino high-rollers and show-headliners, such as Tony Bennett, Sammy Davis Jr., Frank Sinatra and Liza Minnelli.

Today the boat is restored and back at Thunderbird Lake Tahoe, now run by a charity called Foundation 36. It offers private excursions a few times a year in return for charitable donations.

RIGHT: The newly restored *Thunderbird* still lives in its original boathouse on Lake Tahoe

YEAR 1940 **LOA** 55ft **BEAM** 11ft 10in **POWER** 2 x 550hp
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